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1861

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CANADA

AS A

FIELD FOR EMIGRATION,

BEING A COMPLETE HAND-BOOK OF FACTS
BROUGHT DOWN TO THE PRESENT DAY, AND CONTAINING

THE NEW ROUTES WESTWARD

BY THE

GRAND TRUNK LINE,

AND OTHER CONVEYANCES.

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PREFACE.

A GENERAL EXPECTATION appears justly to prevail that, in the coming season, a redoubled tide of emigration will set in from this country for Canada, the nearest of our great Colonies. The colonists themselves, conscious of the vast strides that Canada has been making, have well nigh astonished us with their earnestness in disseminating information on the subject in the shape of books, maps, and pamphlets, official and non-official, plans of townships, tracks of railways, and particulars of proposals for free grants of land. At length, it would seem, that judging from a speech of the immortal Sam Slick, Judge Halliburton, who is now a member of the British House of Commons, the colonists in their turn were not only almost, but altogether astonished at the want of recognition in this country of recent Canadian progress. In a happy moment, however, they appealed to that lady, who is the pride of British sovereignty, to come and behold for herself the rudiments of that mighty empire, which is rising beneath her sway in British North America. That task, conjoined as in courtesy it should properly be, with a visit to the adjacent States of the American Union. Our gracious Queen, although she could not undertake it in person, deputed to the heir of her Crown and honours the young and modest Prince of Wales. And now, indeed, all eyes are turned upon Canada; and from that Royal visit so auspiciously paid, the Colony may date the occupation of an enlarged space in the sight of all the world. As the Prince proceeded on his way, the varied receptions, from the pomp and circumstance of the public pageant, to the homely greetings of the rough riders on the prairies, and the hearty offerings of the backwoodsman, brought up in succession the shifting scenes of colonial life; whilst the *fetes* in all their splendour; the addresses crowded with imposing facts and representations: the public institutions which were visited; the public ceremonies performed, revealed in turn the germ of immediate prosperity and of future grandeur, and impressed them on the memory in a manner not to be forgotten. The laying of the foundation stone of the Government Buildings at Ottawa, and the closing of the last rivet of the Great Tabular Bridge, in themselves proclaim the importance to which a country that, in a few short years of reanimation has attained so much, that boasts of thirty-three per cent. increase of population since 1852, and numbers already three millions of inhabitants, may and must ere long attain. The attentive observer of its rise and progress is not likely to forget that the earlier the settlement henceforth effected in Canada, the more sure and easy the participation in its advancement. Thus it is not difficult to account for the preparations already making for the short, simple, and inexpensive voyage to this land of promise, the most congenial to our own in its institutions and character.

PREFACE.

That matter more attractive than the matchless scenery of the Canadas, than the great river and the roaring cataract, towering woods, stupendous cliffs, lakes like inland seas, and islands of surpassing beauty, should be found in the under currents of real life and colonial enterprise, disclosed in attentively following the Royal visit of 1860, is not therefore surprising. Out of dependant toil and common drudgery to step into the position of an industrious, but independant settler, may well be an honest man's ambition, however poor. In remodelling the following pages, and adapting them therefore to the purposes of the present time, it has been our aim to point out to the emigrant how to proceed in settling in Canada. The facts and statistics regarding the provisions for education in the several provinces; above all, the arrangements for preserving to the colonists the exercise of the religion in which they have been matured, have appeared especially worthy of being signalled, because there is no other colony in which the emigrant can calculate with equal certainty, upon obtaining for his children education, and for himself and family the means of grace, precisely as at home. In Canada, he may do this with certainty; but it is only in the experience of colonial life, that the full extent of such a blessing can be felt. The most heartrending part of many a colonial existence is, that the sound of the Sabbath bell is never heard; whilst the children grow up in dense and irreclaimable ignorance, from the want of schools and instructors. It is to the infinite credit of Canada and the Canadians, that a noble provision has been made, and an effective system organised, securing—as a first point in civilisation—the instruction of youth. This circumstance of itself, commends the Colony to all who would not only better their own condition in the world, but leave behind them an improving race. We take some pride, in conclusion, in being able to lay before our readers a series of Routes, and Water and Land Communications for the interior, which no other similar Work—not even the official Canadian publications—have attempted to give. The reason of this may possibly be that the writers of works emanating from the other side of the Atlantic, are scarcely alive to the bewildering difficulties that beset the stranger in a strange land. By closely following our routes, however, from place to place, the emigrant travelling in search of an occupation in Canada, will be securely guided to the place of his destination in the tables; and so we wish all who may go forth, most heartily “God speed.”

W. W. F.

Glasgow, Nov., 1860.

CANADA.

SECTION 1.—CANADA.

Boundaries—Provinces—Government, and Inhabitants.

1. THIS valuable portion of the British Empire forms part of the continent of North America, and lies north of the United States. It is distant about 3000 miles west of Great Britain, on the opposite side of the Atlantic Ocean. On the east, it is bounded by the Atlantic, the Gulf of St. Lawrence, New Brunswick, and Labrador coast—off which, separated by the Straits of Belleisle, lies the island of Newfoundland; on the north, by the New Colony, "British Columbia;" on the west, by the Pacific Ocean; and on the south, by the United States, by part of New Brunswick, and by the lakes Erie and Ontario.* The line of division on the south, from the grand portage on Lake Superior, runs through the centre of the great lakes down the St. Lawrence river, to latitude 45° , and thence along that line to Connecticut river, from whence it follows the high lands which separate the waters running into the St. Lawrence and the Atlantic, till it reaches due north of the St. Croix River—the boundary between the United States and New Brunswick. The latter part of the boundary between the United States on the one

* See Appendix of Recent Information, A.

hand, and Canada and New Brunswick on the other, has only recently been settled and adjusted.

2. This extensive tract of country is divided into two provinces, Upper and Lower Canada, each of which, until 1840, had its own local government. By a recent act, however, of the British legislature, the two provinces have been united under one general legislative council, and House of Assembly, whose acts require the consent of the governor.* Since the union, the two provinces have been respectively styled Western and Eastern Canada. Lower (Eastern) Canada lies next the sea coast, was originally a French colony, and the greater part of its inhabitants are of French descent;—the laws resemble the old laws of France, on which they are grounded; the French language is very generally spoken, and the religion chiefly catholic. Upper (Western) Canada, which is divided from the eastern province, partly by the Ottawa or Grand River, lies to the west and southwest of it. It is inhabited chiefly by persons of British descent, many of whom are from Scotland. Here the English law and church are established, and there are numerous presbyterians and dissenters. In both provinces, there is perfect liberty of conscience, and as great security for life and property, as in the mother country.

SECTION 2.—LOWER CANADA.

Extent—Divisions—Natural Features—Quebec—Montreal.

3. Lower (Eastern) Canada has been estimated by Mr Evans, and Mr Montgomery Martin, to contain, exclusively of the surface of the river, and part of the Gulf of St Lawrence, 132,000,000 of acres. The whole territory is divided into three principal districts—*Quebec, Montreal, and Three Rivers*, and two inferior ones, Gaspè and St Francis. These districts are divided into 40 counties, with minor subdivisions consisting of seignories, fiefs and townships, &c.—the land comprised in the seignories is upwards of 8,000,000 of

* See Appendix of Recent Information, B.

acres, and has been all granted by the crown. It is occupied chiefly by the French portion of the population. From a return made by the surveyor-general of Canada, (5th March, 1842,) it is considered the land remaining unsurveyed may be estimated at 118,980,000; that the surveyed land amounts to 2,734,735 acres; and that the quantity available for the settlement of emigrants is estimated at from 5,000,000 to 6,000,000 acres. In 1831, the population of the province amounted to 501,438, and in 1839, it was estimated at about 700,000. In 1851, 890,026.*

4. "The natural features of the territory of Lower Canada," says Mr Montgomery Martin, "are extremely picturesque—mountain ranges, noble rivers, magnificent cascades, lakes, prairies, farms and forests, alternating in every direction, with sudden and beautiful variety. On the ocean boundary, the eastern parts of the river St Lawrence are high and mountainous, and covered in most parts with forests. On the northern side of the St Lawrence, the mountains, (the Alleghanies) run parallel with this vast river, as far up as Quebec, when the range quits the parallel of the capital, and runs in a S.W. and S.E. direction into the United States." Of the portion of the province north and east of the Saguenay river, and the lake of St John, little is known, except the appearance of the coast, which is bold and mountainous, though in some places the mountains recede from the shore to the extent of 10 or 15 miles, leaving a deep swampy flat. Forty miles east of the Saguenay, and at other places, however, the shores are of more moderate elevation. The whole tract is well watered by numerous rivers, of which, however, scarcely anything is known. There are no roads along the coast, and the only settlement is at Portneuf, a trading port of the Hudson's Bay company. The country around the lake of St John, and at the head of the Saguenay has an extent of about 6,000,000 of acres of land fit for cultivation, and finely watered, while the climate is said to be milder than that of Quebec. West of the Saguenay, to the river

* An increase of 13·94 per cent, in 13 years, having been doubled in 24 years.

St Maurice, forms another natural division of the province. The city of Quebec is situated half-way between these two rivers. From the Saguenay to Quebec runs a bold range of mountains, forming a very marked coast border, beyond which the country is flat and undulating, and well watered with lakes and streams. North west of Quebec, the coast line is not so bold, the shore rising more softly, and presenting a picturesque appearance of water, wood, and rich cultivation. Still keeping on the north side of the St Lawrence, we have the tract lying between the St Maurice and the junction of the Ottawa and the St Lawrence. The aspect of this district, at a few miles distance from the river, is slightly elevated into table-ridges with occasional abrupt acclivities and small plains. Of the interior district bounded by the Ottawa little is yet known; but it does not appear to possess the boldness of character of the greater part of the province already mentioned. On the south of the St Lawrence, on the east, and bordering on New Brunswick is the district of Gaspé, a large tract which has been but slightly examined. Its surface is uneven, consisting chiefly of a great valley lying between a ridge of mountains which border the St Lawrence, and another range on the bay of Chaleur. The district is well wooded and watered, the soil rich, and yielding abundantly when tilled. West of Gaspé to the river Chaudière, the land is not so mountainous as on the north side of the St Lawrence, but is hilly, with extensive valleys. The district, west of the Chaudière, is a highly valuable tract, consisting of 17 counties, and inhabited, in 1831, by a population of about 200,000. Here, in many places, are seen fruitful fields, luxuriant meadows, and flourishing settlements.

5. The city of Quebec is the capital of Lower Canada. It is situated on the extremity of a rocky cape on the north bank of the St Lawrence, and is so strongly fortified, as to be considered impregnable; and thus may be looked upon as giving the mastery both to Upper and Lower Canada. The city is divided into

the upper and lower towns, the latter being situated at the base of the cape, level with the water. The appearance of the town from the river is particularly striking. It contains many fine public buildings, among which are the castle of St Louis, on the top of the rock; the Roman Catholic and Protestant Cathedrals; the barracks, hospitals, Quebec bank, and a monument to Generals Wolf and Montcalm. The institutions are many of them of a French character; and the language of the inhabitants is English and French. Population in 1851—42,052, now 50,000.

6. Montreal is situated on the southern point of an island, bearing the same name, lying upon the north bank of the St. Lawrence, at the mouth of the Ottawa, or Grand River. The island is 32 miles in length, from east to west, and 15 miles in breadth at its broadest part. The surface is flat, with the exception of an isolated hill at the western extremity, which rises to a height of 500 or 600 feet above the level of the river. The river from the top of this hill is very fine, exhibiting all around a vast extent of densely peopled, cultivated, and fertile country, enriched with wood, water, farms, cottages, and churches. The streets of Montreal are parallel with the river, intersecting each other at right angles. The houses are, for the greater part, built of a grayish coloured stone, roofed either with sheet-iron or tin; many of them are handsome structures, and would be considered so in Britain. In the extent and importance of her trade—in the beauty of her public and private buildings—in the gay appearance of her shops—and in all the intrinsic signs of wealth, Montreal has gone far a-head of the city of Quebec. In 1825, its population was 22,357, and in 1831, 27,297—in 1839, it was above 35,000. The island is comprised in one seignory, which belongs to the Roman Catholic clergy, who are consequently wealthy, but act with great liberality in exacting the fines—called *lods et ventes*—due to them on any change of the proprietorship of the land, for which they usually compound. The present population is 75,000.

SECTION 3.—LOWER CANADA—*Continued.*

Geology—Soil—Productions—Population—Educational Institutions.

7. So far as has been ascertained, the general geological structure of Lower Canada is granitic, but presenting, in various places, calcareous rocks of a soft texture, and in horizontal strata. In the Gaspé district indications of the coal formation have been traced; and numerous beautiful specimens of a great variety of cornelians, agates, opals, and jaspers, have been obtained. Among the mountains to the north west of the St Lawrence, iron felspar, hornblende, native iron ore, granite, and a peculiar species of limestone, resembling granite in its fracture, are found. Marble is in abundance, and plumbago of the finest quality. The iron mines of St Maurice have long been celebrated; and there is no doubt that Canada is rich in copper, lead, and tin. Limestone, useful to the agriculturist, is almost everywhere found. The quantity of good soil in Canada, compared with the extent of country, is equal to that of any part of the globe; and there yet remains sufficient locality to accommodate many millions of the human race. "The best lands," says Mr Montgomery Martin, "are those on which the *hardest* timber is found—such as oak, maple, beech, elm, black-walnut, &c., though bass-wood when of luxuriant growth, and pine when large, clean and tall, also indicate good land. Many of the *cedar swamps*, where the cedars are not stunted and mingled with ash of a large growth, contain a very rich soil, and are calculated for the finest hemp grounds in the world. So great is the fertility of the soil in Canada, that 50 bushels of wheat per acre are frequently produced on a farm where the stumps of trees which probably occupy an eighth of the surface, have not been eradicated—some instances of 60 bushels per acre occur, and near York in Upper Canada, 100 *bushels of wheat were obtained from a single acre!* In some districts wheat has been raised successively on the same ground for 20 years without manure. "Along

the Ottawa there is a great extent of alluvial soil, and many districts of fertile land are daily brought into view which were before unknown."

8. The following table shows the particulars of the population census of Lower Canada in 1851.

	POPULATION.		Sq. M.	RELIGION.			
	Pop.	Total.		Epis.	Pres.	Rom.	Meth.
§ Beauharnois County	38660	40213	717	3211	9619	25286	1571
Huntingdon Village	679						
Beauharnois.....	874						
§ Bellechasse County..	17732	17932	1775	153	8	17807	
Berthier en bas Vill.	256						
† Berthier County	83008	84608	8410	225	27	84084	
Berthier en haut Vil.	1600						
§ Bonaventure County ..		10844	4108	1312	2087	7347	84
§ Chambly County....	14981	20576	211	1704	103	19132	214
Chambly	884						
Longueuil	1496						
St. John's	3215						
† Champlain County ..	13146	18896	783	128	97	18668	3
Batiscan Village	750						
§ Dorchester County.:	..	43105	848	1117	442	41453	63
§ Drummond " ..	..	16562	1674	1725	325	13092	725
§ Gaspé " ..	..	10904	3281	1651	18	9047	107
§ Huntingdon " ..	38888	40645	238	..	..	36667	
La-Prairie Village ..	1757						
§ Kamouraska County ..	..	20396	4320	..	..	20395*	
† Leinster ..	23603	29690	5008	1351	356	27670	269
L'Assumption	1084						
§ L'Islet County	18420	19641	3044	13	10	19566	
Montmagny Village ..	1221						
§ Lotbinière County ..	..	16657	735	584	283	15616	159
§ Megantic " ..	..	13835	1465	1084	1421	9879	476
§ Mississquoi	13015	13484	360	3353	473	3222	3287
Philippsburg Village ..	469						
† Montmorency County ..	..	9598	7896	24	..	9574	
† Montreal " ..	17596	77381	197	8993	2832	41464	1213
City	57715						
Lachine Village	1075						
Colo St. Louis Vill.	995						
§ Nicolet County .....	..	19657	487	13	13	19536	
Village ..	..					
† Ottawa County	21734	..	31669	3251	2957	14106	1203
Aylmer Village	1169	22903					
† Portneuf County....	..	19366	8640	..	71	18485	2
† Quebec " ..	19474	61526	..	1912	1371	32934	714
City	42052						
§ Richlieu County ...	21720	25686	373	478	110	25098	
Stoures' Village	542						
Sorel	8424						

* One individual "Protestant" is returned, denomination not given.

	POPULATION.			Sq. M.				RELIGION.			
	Pop.	Total.	Area.	Epla.	Pres.	Rom.	Meth.				
§ Rouville County ....	..	27031	429	2025	675	28067	693				
§ Rimouski "	25887										
§ Fraserville Village ..	995										
		26882	8840	66	644	29370	2				
† Saugeny County ....	..	20783	75090	2	60	20602					
† St. Maurice "	22626										
† Three Rivers Town..	4936										
		27562	9810	150	53	27037	61				
§ St. Hayacinthe Coun	27310										
§ " Town	3313										
		30623	477	202	84	29710	32				
§ Sherbrooke County..	17016										
§ " Town ..	2998										
		20014	2786	4400	2617	5823	2321				
§ Shefford County ....	..	16432	749	2562	501	8036	1558				
§ Stanstead " ....	..	13893	632	1216	189	1608	5184				
† Terrebonne "	25662										
† St. Therese Village..	1129										
		26791	8169	621	456	24716	247				
† Two Mountains Coun	26686										
† St. Eustache Village	794										
		30470	1036	1967	3493	32279	767				
† Vandreuil County ..	20986										
† " Village ..	443										
		21429	330	580	648	19425	87				
§ Vercheres County ..	..	14398	198	3	2	14227	3				
§ Yamaska " ..	..	14748	233	34	17	14606					
		890261	..	45402	33535	746866	20184				

§ Those marked thus are S. of the St. Lawrence.

† Those marked thus are N. of the St. Lawrence.

9. The schools in Lower as in Upper Canada, are now under an able superintendent of education. There are many villages; but all, save the M'Gill and Lennoxville, are Roman Catholic.

I. PROTESTANT.—Royal Grammar School, Quebec; 200*l.* a-year, and 90*l.* a-year school-house rent, from Jesuits' estates. Twenty free scholars, 11 pay for their tuition; all day-scholars. Terms, under 12, 8*l.*, above 12 and under 13, 10*l.* per an., above 13, 12*l.* per an. French and English taught; course of instruction as in the grammar-schools in the United Kingdom.

II. Royal Grammar School, Montreal; £200 a-year, and £54 a-year school-house rent, from Jesuits' estates. Twenty free scholars admitted; 15 scholars pay for their education;—all day scholars. Terms, highest 10*l.*, lowest 8*l.* per annum; instruction as in grammar-school at Quebec; and this school is in possession of an extensive apparatus for experiments on natural philosophy. Both are modelled on the High School, Edinburgh.

III. M'Gill College, endowed with landed property by a Montreal merchant, came into operation in 1842, with Faculties of Arts, Law, and Medicine, constituted by Royal Charter, and managed by governors. Its School of Medicine, commenced previously, had 64 students in 1852. Montreal High School has been connected with it. At Lennoxville Episcopal College, Lennoxville, there are also Faculties of Arts and Divinity.

CATHOLIC.—I. Seminary of Quebec; no revenues specifically appropriated to the purposes of education, but possessed of several estates. Value made many years ago, computed at 1,249*l.* a-year, besides legal contributions in grain, and the lods et ventes on mutations of property, which amount to a considerable sum. Attended by 188 students; the terms for tuition and board, 17*l.* 10*s.* per an.; for tuition only, 1*l.* per an. Poor children instructed gratis. The seminary of Quebec was erected by letters patent of the French crown, dated in April 1663.

II. Seminary at Montreal; in possession of estates valued many years ago at about 2,000*l.* a-year, besides large contributions in grain, and lods et ventes on mutations of property, which in the seignory of Montreal, comprehending the whole of the town, must amount to a large sum. Attended by 260 students; terms for board and tuition per an. 21*l.*; for tuition only, 1*l.* 15*s.* Instruction as at the seminary of Quebec. The ecclesiastics of St Sulpice, at Paris, were authorized to establish a seminary at Montreal, and allowed to hold the Island of Montreal in mortmain, by letters patent of the French Crown, dated in May 1677.

III. Seminary at Nicolet; supported principally by private contributions. The number of students, or the price paid for tuition, not known.

IV. Seminary at St Hyacinthe; as No. 3.

V. Seminary at Chambly; as No. 3.

VI. College of St Ann; as No. 3.

Numbers 4, 5 and 6, receive legislative grants.

There are, in fact, 12 colleges situated in various parts of Lower Canada, connected with the Roman Catholic Church, affording Classical Education, freely attended by those designed for the liberal professions. Education in Lower Canada still requires improvement, which, however, it is expected that the extension to Lower Canada of the Municipal System of Upper Canada will tend to impart. Although the great majority of the Schools are French in Lower Canada, they are exclusively, or nearly all, English in the eastern townships. The Superintendent of Education reported in Lower Canada in 1852—Schools in actual operation, 2,277; of which 2,006 were Elementary, 78 Model Schools, and 70 of a superior class for girls. Total of pupils 97,582. Independent Schools, 138; Collegiate and Academical, 30; attached to Convents, 86. Lower shares with Upper Canada, ann. school grant £50,000.

SECTION 4.—UPPER CANADA.

Boundaries—Inhabitants—Divisions—Railways.

10. Upper or Western Canada is bounded on the east and north east by the lower province, on the south-west by a line drawn through the centre of the great lakes, which separates it from the United States, on the north by the Hudson Bay territory, and on the north-west by the undefined boundary of the lands occupied by the native Indians, or, it may be said, by the Pacific ocean. The whole area of the province has been estimated at about 64,000,000 acres, of which 3,180,000 acres are still unsurveyed. The amount surveyed, excluding the land returned to the Commissioners of crown land for sale, and which may not have been disposed of, is 1,326,343

acres; and the quantity available for settlement of emigrants, may be estimated at 3,754,000 acres. The inhabitants are chiefly British settlers, or native born Canadians of British descent, with a very few of French extraction. The inhabited portion of this province is in general level, gently undulating into pleasing hills, fine slopes, and fertile valleys. At the distance however, of about fifty to one hundred miles, from the north shore of Lake Ontario, and the river St Lawrence, a rocky ridge runs north-east and south-west through Newcastle and Midland districts towards the Ottawa. Beyond this to the north, is a wide and rich valley bounded again on the north by a rocky and mountainous range of great elevation. The settlements are chiefly confined to the borders, or within a few miles of the borders, of the great lake and rivers.

11. The province is divided into districts, counties, ridings, townships, special tracts and allotments; besides blocks of land reserved for the clergy and the crown, and lands appropriated to the Indians. There are thirteen districts, twenty-six counties, and six ridings, comprehending 273 townships. A district contains two or three counties, and each county contains from four to thirty townships. Between the Ottawa and the St Lawrence, two broad and navigable rivers, lie the districts of Ottawa, Johnstown, Midland, and Bathurst, forming the eastern section of the province. Its surface is a table land of moderate elevation, with a very gentle and scarcely perceptible depression on either side, as it approaches the margin of the magnificent streams by which it is bounded on the north and south-west. "The soil," says Bouchette, "though sometimes too moist and marshy, is extremely rich and fertile, and chiefly consists of a brown clay and yellow loam. This section is intersected by numerous rivers, remarkable for the multitude of their branches, and minor ramifications." It has a number of good public roads, both along the great rivers which bound it, and in the interior; and its centre is traversed diagonally

by the Rideau canal, navigable for sloops. Besides its geographical, it therefore enjoys great local advantages. Nor have these been neglected, great industry and attention to improvement being displayed upon most of the lands in this tract. The town of Kingston, the largest and most populous in Upper Canada, is in this section, situated on the north shore of the St Lawrence, where it leaves Lake Ontario; and the thriving village of Perth on a branch of the Rideau, having tolerably good roads communicating both with the south and north. On the shores of Lake Chaudiere, are the fine settlements in front of the townships of March and Tarbolton, chiefly composed of families of high respectability, possessing in general sufficient means to avail themselves of the advantages they possess; and high up on the bold and abrupt shore of the Chats, is Kinnell Lodge, the romantic residence of Sir Alexander M'Nab, who has recently shown that he possesses all the bravery and loyalty of the ancient Highland race from which he is descended, and which he now represents.

12. The districts of Newcastle and Home form the central section of the province. They occupy a space of 120 miles along the shores of Lake Ontario, from the head of the Bay of Quinte, to a line between Toronto and Trafalgar, and extend northward to French River, Nippissing Lake, and the upper portion of the Ottawa. The soil throughout Newcastle district is in general good; and it is well watered by the Rice, Balsam, Trout and other lakes, and the rivers Trent and Ottonabee. In front of Newcastle district on the borders of Lake Ontario, the soil consists of a rich black earth; but in the district of Home, the shores of the lake are of an inferior quality. With few exceptions, however, the soil of the whole tract is extremely fertile, well adapted for agriculture, and yields heavy crops of wheat, rye, maize, or Indian corn, peas, barley, oats, buckwheat, &c. It is well settled on the fronts of the different townships, and possesses good roads; and there is yet abundance of

room for additional settlers. In the vicinity of Lake Simcoe in Home district, the lands are remarkably fine; and from the depth of soil, and equality of the surface, peculiarly easy of cultivation. A steam-boat on the lake conveys the produce to Holland—landing at its south end, and it has been proposed to connect it with Toronto by a railway. A great portion of this tract has been settled by naval and military half-pay officers, who draw their half-pay from government, so that a circulating medium is not so scarce here as in some other districts. The lakes and rivers of this section abound with fish, and especially salmon, great quantities of which are annually speared for the supply of the western country.

13. The Western section includes the districts of Gore, Niagara, London, and the Western district. It lies along the shores of Lake Huron, river and lake St Clair, Detroit River, Lake Erie, Niagara river, and Lake Ontario, where it is bounded by the western limits of the district of Home. "The surface it exhibits," says Bouchette, "is uniformly level or slightly undulating, if we except a very few solitary eminences, and those parts of the districts of Gore and Niagara traversed by the ridge of elevated land. The variety of soils, and the diversity of their combinations, observable in these four districts, are by no means so great as might be expected in so extended a region. The whole tract is alluvial in its formation, and chiefly consists of a stratum of black, and sometimes yellow loam, above which is deposited, when in a state of nature, a rich and deep vegetable mould, the substratum beneath the bed of loam being generally a tenacious gray or blue clay, which in some parts appears at the surface, and, intermixed with sand, constitutes the super-soil. There are numerous and extensive quarries of limestone to be found in these districts, that supply the farmers with excellent materials for building. Freestone is also found, but in small quantities, and generally along the shores of the lakes. The Thames River, in this section, rises far is

the interior, and, after pursuing a serpentine course of about one hundred and fifty miles, in a direction nearly south-west, discharges itself into Lake St Clair." This section is well peopled, and much of the land under cultivation; and yet there is ample room for new settlers. It has the advantage of extensive water frontage, and is intersected by numerous roads. A railroad is constructing, if not completed, between Chatham on the river Thames to London, thence to Hamilton on the broad waters of Lake Ontario, which will connect lakes Huron, St Clair, Erie, and Ontario. London, in this district, is but a small place, but it has every appearance as if it would rapidly increase, being situated in the heart of a fertile country, and on the banks of a beautiful river—the Thames.

14. But although 1852 saw Canada without a railway, 1857 saw her with 1500 miles completed, and 500 more in process of construction. As the St. Lawrence navigation is ice-locked in the winter, this great system of 2000 miles of railway maintains the communication. The railways completed, and in progress in Canada, are these:—

Great Western, opened in 1854—from State of New York to Sandwich, opposite Detroit, across the Niagara River Suspension Bridge, and through Hamilton, Paris, Woodstock, Ingersoll, London, and Chatham; earning from £8,000 to £15,000 per week.

Galt and Guelph Branch of do., 28 miles.

Buffalo, Brantford, and Goderich, from Fort Erie, opposite Buffalo, to Goderich, on Lake Huron, 158 miles; first 80, Fort Erie to Paris, connects with *Great Western*, and at work—remainder intersects the *Grand Trunk* line at Stratford.

Woodstock (Great Western), to Port Dover, Lake Erie, 40 miles.

London (connecting with *Great Western*), to Port Stanley, on Lake Erie, 28 miles.

Hamilton and Toronto, 40 miles.

Erie and Ontario, 18 miles; connecting with *Great Western* at Suspension Bridge.

Ontario, Simco, and Huron, 94 miles in operation, connecting with *New York and Erie*.

New York Central, Boston and Ogdensburgh, and *Grand Trunk of Canada*.

GRAND TRUNK OF CANADA—1st, Western Section, 170 miles—2d. Eastern Section, 343 miles.

Bytown (now Ottawa), and *Prescott*, 54 miles, flourishing.

Brockville and Ottawa, 60 miles, through Leeds, Lanark, and Renfrew Counties; *Coburn* and *Peterborough*, 26 miles; and *Port Hope and Lindsay*, 30 miles.

SECTION 5.—UPPER CANADA.—*Continued.*

Toronto—Kingston—Canals.

15. Toronto is the present Metropolis and Seat of Government in Canada; the administration having been removed from Quebec in 1855. Population in 1856, 42,500. During that year, 1000 new houses were erected. It boasts of the largest Church of England Cathedral in the province, a Romish Cathedral, and 40 other churches, chiefly Protestant, the finest pile of school buildings in Canada, two magnificent and richly-endowed Colleges, a University, Lunatic Asylum, Court-houses, Public Charities, and Institutions. The wide streets cross at right angles. It is the great wheat market of Upper Canada, and, in 1856, received and sent to the United States and Lower Canada two million bushels wheat, besides 200,000 barrels flour.

Kingston is situated on the north bank of Lake Ontario, entrance at Bay of Quaints, at the head of the river St. Lawrence. It is distant 184 miles east of Toronto, and 189 miles west of Montreal. Its harbour, Navy Bay, is the chief harbour of our navy on the lake. Next to Quebec and Halifax Kingston is the strongest British port in America, and next to Quebec and Montreal, the first in commercial importance. In 1828, its population amounted to 3,528—in 1834, to 6,000—now 20,000.

16. The Rideau Canal—which is, more properly speaking, a collection of raised water, by means of dams, with natural lakes interspersed—opens a water communication between Kingston and the Ottawa, a distance of 132 miles, by connecting together several pieces of water, viz., Kingston Mill Stream, Cranberry Lake, Mud Lake, Rideau Lake and River, the length of the cuts not exceeding 20 miles. The difference of level between the two extremities of the canal is 445 feet. There are 47 locks, each 142 feet long, by 33 feet in breadth. The total expense of constructing this great work is said to have been about one million sterling. The Welland canal connects Lake Erie with

Lake Ontario, and is conducted over the range of hills forming the barrier of Lake Erie, at the falls of Niagara. The length of the canal is 41 miles, its width 56 feet, and its depth $8\frac{1}{2}$ feet; the summit level is 330 feet. Its cost was £500,000. The Grenville canal consists of three sections, one at the Long Sault on the Ottawa—another at the fall, called the Chute à Blondeau, 60 miles from Montreal, and 218 from Kingston; and a third at the Carillon Rapids, 56 miles from Montreal, and 222 from Kingston, opening into the Lake of the Two Mountains, through which an uninterrupted navigation is practised by steam-boats to La Chine, nine miles above the city of Montreal. This canal renders the navigation of the Ottawa between the Rideau and Montreal complete. All the locks on the Carillon, and on the Chute à Blondeau are of the same size as on the Rideau, but on a part of the Grenville canal, which was commenced before the large scale was adopted, some locks and a part of the cuttings will only admit boats 20 feet wide; the locks on la Chine are also calculated for boats only 20 feet wide; the navigation for boats above 20 feet wide is interrupted at the Grenville Canal, and if large boats be used on the Rideau, and on the higher part of the Ottawa, all goods must be unshipped on arriving at the Grenville Canal, and be either conveyed by portage, or removed to smaller boats.

17. The Montreal communication with the Ottawa, by the canal between the former place and Lake St Louis, at La Chine, near Montreal, is termed La Chine Canal; it is 28 feet wide at the bottom, 48 at the water line, has five feet depth of water, and a towing path; the whole fall is 42 feet, with the locks; the length is about seven miles. It is the property of a company; was begun in 1821, completed in three years, at a cost of £137,000, which was defrayed by the company, slightly assisted by government, and for which the public service is exempt from toll. By means of the great and useful works just mentioned, a large extent of country is opened up to the industry

of the British settlers; there is continuous steamboat communication in Upper Canada of about 460 miles, viz., from the Grenville canal, on the Ottawa to Niagara, 68½ miles, to overcome the difficulties of the St. Lawrence, against 363 by Erie Canal to New York.

SECTION 6.—UPPER CANADA—*Continued.*

Geology—Solla.

18. The geological structure of the country bordering on the great lakes is better known than that of Lower Canada. The whole south-east shore of Lake Superior is a secondary sandstone, through which the granite on which it rests occasionally appears; and in which chalcedony, cornelian, jasper, opal, agate, sardonyx, zeolith, and serpentine, with iron, lead, and copper are found. By the subsidence of the waters of Lakes Superior and Huron, beds of sand 150 feet thick are exposed, below which are beds of clay, enclosing shells of every species now found in the lakes. Amygdaloid occupies a large tract on the north shore of Lake Superior, from Cape Verd to the grand Portage, intermingled with argillaceous and other porphyrous sienite, trapoze, greenstone, and conglomerates. Part of the north and east shore is the seat of an older formation. Copper abounds in various parts of the country; in particular, some large and brilliant specimens have been found in the angle between Lakes Superior and Michigan. At the Copper-mine River, the copper, which is in a pure and malleable state, lies in connexion with a body of serpentine rock, the face of which it almost completely overlays—it is also disseminated in masses and grains throughout the substance of the rock. The chasm at Niagara-Falls indicates distinctly the geology of the country.* The strata are first, limestone, then fragile slate, and lastly sandstone. The uppermost and lowest of these compose the great secondary formation of a part of Canada, and nearly the whole of the United States, occupying the whole basin of the

* According to Mr Schoolcraft, one of a government expedition from New-York.

Mississippi, and extending from it between the lakes and the Alleghany ridge of mountains, as far eastward as the Mohawk, between which the slate is often interposed, as at Niagara, and throughout the state of New York generally. At Niagara, the stratum of slate is nearly 40 feet thick, and nearly as fragile as shale, crumbling so much as to sink the superincumbent limestone, and thus verify, to some extent, the opinion that a retrocession of the falls has been going on for ages. The subsoil around Lake Ontario is limestone, resting on granite. The rocks about Kingston are usually a limestone of very compact structure, and light bluish gray colour, a fracture often approaching the conchoidal, with a slight degree of translucency on a thin edge; and, after percussion, the odour of flint rather than that of bitumen. The lowermost limestones are in general more siliceous than those above them; and so much is this the case, that in some places, a conglomerated character is given to the rock by the intrusion of pieces of quartz or hornstone. It is remarkable, that both angular and rounded masses of felspar rock, which usually underlies limestone—or, if absent, is supplied by one in which hornblende predominates—are imbedded and isolated in the limestone, demonstrating the latter to have been at one time in a state of fluidity.

19. The soils of Upper Canada are various; that which predominates is composed of brown clay and loam, with different proportions of marl intermixed; this compound soil prevails principally in the fertile country between the St Lawrence and Ottawa; towards the north shore of Lake Ontario, it is more clayey and extremely productive. The substratum throughout these districts is a bed of horizontal limestone, which in some places rises to the surface. The Newcastle district, lying between the upper section of the Ottawa and the St Lawrence, is a rich black mould, which also prevails throughout the East Riding of York, and on the banks of the Ouse or Grand River, and Thames.

20. The limestone is stratified horizontally, its dip being greatest when nearest the elder rock on which it reposes, and by which it seems to have been upraised subsequently to a solidification; for its thickness varies from a few feet to a few inches. Shale occurs amongst most limestones; and, in some places so blended with it, as to cause it to fall to pieces on exposure to air. The minerals noticed in this formation, are chert or hornstone, basanite, chlorite, calcareous spar, barytes, sulphate of strontian, sulphuret of iron, and sulphuret of zinc.

21. At Toronto, the soil is fertile, but stones are scarce for common use, which is also the case in some townships, bordering Lakes Erie, St Clair, and the Detroit, thus demonstrating the alluvial nature of the territory. A light sandy soil predominates round the head of Lake Ontario.

22. The predominating soil of the east shore, Lake Huron, is said to be a meagre, red, or yellow, ferruginous, sandy loam, varying in depth from feet to inches, often not exceeding three of the latter dimension, and not unfrequently absent altogether, leaving the rock bare but for its hoary covering of lichen; clay, or clayey loams, were rarely seen, and when noticed, their usual position was either in some of the swampy valleys between the rocks, or forming alluvial deposits on the banks of rivers, often deeply covered up by a siliceous sand.

SECTION 7.—UPPER CANADA,—*Continued.*

Population—Educational Institutions.

23. The population of Upper Canada was estimated in 1806 at 70,718; in 1811 at 77,000. The war with the United States, however, tended much to check the prosperity, and consequently the increase of population in the province. In 1821 the population was estimated at 122,587. The population was, however, 465,357 by the census of 1841, and 952,004 by that of 1851; an increase of 486,647, or 104½ per cent. in 10 years.

UPPER CANADA CENSUS.

	Pop.	Total.		Pop.	Total.
Addington County,	14465		Lennox County, .. .	..	7955
Bath Village, ..	700		Lincoln County,	16160	
		15165	Niagara,	8340	
Brant,	19659		St. Catharines,	4868	25638
Brantford Town,	3877		Middlesex County, ..	32864	
Paris Village, ..	1890		London,	7035	39899
		25426	Northumberland Cnty.	27358	
Bruce County, .....	..	2837	Coburg,	3871	81229
Carleton,	23203		Norfolk County,	19899	
Bytown,	7760		Simcoe,	1452	21281
Richmond Villa.	434				
		31397	Ontario County,	29434	
Dundas County, ..	..	13811	Oshawa,	1142	30576
Durham County,	28256		Oxford County,	29336	
Port Hope,	2476		Woodstock,	2112	
		30732	Ingersol Village,	1190	32638
Elgin County,	24144				24816
St. Thomas,	1274		Peel County, .....	..	15545
		25418	Perth County, .....	..
Essex County, ..	14937		Peterboro' County, ...	13046	
Amhersburg, ..	1880		Peterboro' Town, ..	2191	15237
		16817			10487
Frontenac County,	19150		Prescott County, ....	..
Kingston City,	11585		Prince Edward County	17318	
		30735	Pictou,	1569	18887
Grey County, ....	..	13217			9415
Glenary County,	..	17596	Renfrew County, ....	..	2370
Glenville County,	18551		Russell County, .....	..
Prescot Town, ..	2156		Simcoe County,	26158	
		20707	Barrie Town,	1007	27165
Haldemond County,	..	18788			14043
Halton County, ..	..	18322	Stormont County, ....	..	11657
Hastings Town, ..	27408		Victoria County, .....	..	26537
Belville Town,	4569		Waterloo County, ....	..	26796
		31977	Wellington County, ..	..	20141
Huron County, ..	17869		Welland County, ....	..
Goderich Town,	1329		Wentworth County, ..	24990	
		19193	Hamilton City,	14112	
Kent County,	15399		Dundas,	8517	42610
Chatham Town,	2070				
		17469	York County,	48944	
Lambton County, ..	..	10815	Toronto City,	30775	79719
Lanark County, ...	25401				952004
Perth Town, ...	1916				
		27317			
Leeds County,	27034				
Brockville,	3246				
		30280			

24. Happily for the Emigrant, few countries have provided better means of education than Canada; and children there find privileges at least equal to those left behind. Public instruction is carried on under a Council of Public Instruction, and Chief Superintendent of schools, each nominated by the Crown. Each township must set apart a suitable school section, to be managed by three trustees annually elected. The teachers' duties are prescribed by law. There are local superintendents appointed by the county councils as visitors; and besides these, all clergymen, members of legislature, magistrates, &c., are visitors. The provincial parliament votes a large annual school grant, and the municipalities, in addition, tax themselves. Upper Canada has 70 grammar schools, with 3,726 pupils, and 3,127 elementary schools, with 227,846 pupils. There are 5 university colleges, 4 colleges without university powers and numerous superior private schools; raising the total educational institutions to 3,710, attended by 240,817 pupils, at a cost of nearly £300,000.

25. Upper Canada College educates boys till fit to enter the university. 1,500 provincial youths have here been educated. Average annual attendance, 180. Fees—higher forms, £10 cy.; preparatory and commercial department, £7 cy.; resident pupils, with board and lodging, £30 per annum. The University of Toronto is managed by a Chancellor, Vice-Chancellor, and Members of Senate, with examiners, annually elected, in law, medicine, arts, civil engineering, and agriculture. It confers degrees, and offers 90 scholarships (10 law, 10 medicine, 60 arts, 5 civil engineering, and 5 agricultural) of £30 per annum, for annual competition. University College, affiliated to it, has 9 professorships, viz., of—1, classical literature (including logic, rhetoric, and belles-lettres); 2, metaphysics and ethics; history and English literature; 4, modern languages; 5, chemistry and chemical physics; 6, mathematics and natural philosophy; 7, natural history; 8, mineralogy and geology;

Total.
7955
23838
39899
81229
21231
30576
82638
24816
15545
15237
10487
18887
9415
2870
27165
14043
11657
26537
26796
20141
42619
79719
952004

9, agriculture, with lecturer on Oriental literature. Fees—£2 10s. for academic year. At Trinity College (in strict connection with the Church of England) the resident student's expenses in theology, arts, law, and medicine, do not exceed £50 cy. per annum. Students in theology and arts are required to reside, unless their parents are living in Toronto. The arts' course extends over three years, divinity two more. Numerous divinity and arts' scholarships are founded. The foregoing are situated at Toronto. Victoria College and Wesleyan Methodist institutions are established at Coburg, on Lake Ontario; the Roman Catholic College of Regiopolis, at Kingston. There are also medical schools and classes, at which an excellent medical education is imparted.

26. We may now add that the territorial appropriations, with a view to provide means of public instruction are truly munificent. The number of acres of land originally reserved in Upper Canada, for purposes of education, amounted to 467,675, of which 170,719 acres were alienated by grants to individuals, and in lieu thereof, 272,600 acres were appropriated to a similar purpose, giving a surplus over and above the quantity deficient of 101,881. There were also alienated, as a per centage to surveyors, 19,282 acres. Since this reservation, 225,944 acres have been re-invested in the crown in place of scattered reserves granted as an endowment to the University of King's College, and 66,000 acres have been set apart for the benefit of Upper Canada College; after which, there yet remains 258,330 disposable acres for the benefit and extension of education. All this is besides the annual grant by the legislature for the purposes of education. In 1836, the grant voted was £8,055. The legislative grant is now as much as £31,000 per annum, the local assessment about the same amount, and the school fees and voluntary rates about £60,000.

SECTION 8.—CANADA.

Climate.

27. Few countries exhibit greater extremes of heat and cold, than Canada, and the change from the one to the other is extremely sudden. The frost and snow of winter break up, and the spring begins about the end of April, and by the beginning of May, the fields are covered with a rapidly advancing vegetation. According to Mr Evans,* the range of the thermometer in Canada during the summer months of June, July and August, is from $99^{\circ} 33'$ to $58^{\circ} 83'$, the mean heat of these months being $77^{\circ} 57'$; and in the upper province, $99^{\circ} 66'$ to $57^{\circ} 33'$, the mean being $77^{\circ} 37'$. Spring, summer, and autumn, continue from the month of May, till the end of October—that is, one half the year, the winter extending over the other six months. In November, thick fogs and snow storms betoken that winter has set in, and by the middle of December, the ground is covered with several feet of snow, and the frost becomes intense. The rivers are all frozen over, and even the St Lawrence is covered with ice from Quebec to Montreal. "All the feathered tribe," says Mr Montgomery Martin, "take the alarm; even the hardy crow retreats, and few quadrupeds are to be seen—some, like the bear, remaining in a torpid state, and others, like the hare, changing their colour to a pure white." During this season, the thermometer is often from 50 to 60 degrees below the freezing point. The dress of the inhabitants is now completely changed, and caps, dresses, and gloves of fur, are put in general requisition. The country presents one continued plain covered with snow, and nothing is visible but trees overloaded with snow and ice. Within doors, the Canadians are well secured from the cold—the apartments being heated with stoves, and kept at a high and uniform temperature. The severity of the winter—although it stops the navigation of the St Lawrence

* Treatise on Canadian Agriculture.

and other rivers, and the cultivation of the soil—is no obstacle to either out or indoor amusement. The Canadians, laying aside the cares of business, commence for a time a season of joy and pleasure. Sledges and carioles, carriages fixed on a kind of skates, are now got ready, and a system of visiting and pleasure drives, fills up the forenoon, while dining, supping and dancing occupy the evening. Indeed, in few countries is the season of Christmas more joyously spent. Notwithstanding the extremes of heat and cold, and the rapid transitions from the one to the other, the climate of Canada is healthy, and upon the whole, well fitted to natives of Great Britain.

28. The severity of the winter is not so great in Upper or Western Canada, as it is in the Lower or Eastern province. The climate of the Western province cannot be better described than in the following statement taken from the Report of one of the British Agents in Canada to Government:—"The climate of Upper Canada is considerably milder than that of the lower province, and the winter shorter in the same proportion. In both these respects it improves as you proceed westward,—so much so, that although the frost generally commences in November at its eastern extremity, and continues in that neighbourhood till the middle of April, it rarely commences on the shores of Lake Erie before Christmas, and it usually disappears between the 25th of March and the 1st of April. On a comparison with the climate of Great Britain, the heat in the summer months is somewhat greater, but never oppressive, as it is always accompanied with light breezes. There is less rain than in England, but it falls at more regular periods, generally in the spring and autumn. The winter cold, though it exceeds that of the British isles, is the less sensibly felt, in consequence of its dryness, and seldom continues intense for more than three days together, owing to the constant fluctuation of the wind between the north-west and south-west points. As the forests disappear, the climate improves." On this subject we may farther

quote the following from an intelligent writer in the *Colonial Magazine*. "The climate of Canada, especially Upper Canada, may be said, briefly, to be colder in winter, warmer in summer, and always possessing a brighter, clearer, and drier atmosphere than Great Britain, and having far more settled weather; nevertheless, it is neither so much warmer in summer, nor so much colder in winter, as to prove disagreeable; it is neither scorched by the sultry summers of the south, nor blasted by the biting winters of the north. The winter is enlivened by the exhilarating elasticity of its bright atmosphere, and the cheerful accompaniment of the merry sleigh; and the summer solstice is generally attempered by agreeable breezes from the lakes and rivers. There is at least a difference of a month or six weeks' duration of winter between Quebec and the western extremity of Lake Ontario, the climate of which latter district is so balmy and genial, that cotton and indigo have been planted on a small scale with success, tobacco successfully cultivated, and the mulberry, for the purpose of making silk, thrives well. The climate of Upper Canada ought (it would be supposed) to be milder than it is, occupying as it does the same parallel of latitude as the south of France; but it is conjectured that the following causes retard its change. The prevailing wind blowing over the large and extensive accumulations of ice near the pole, and traversing regions never thawed; the multitude of lakes and rivers with which the whole continent of North America abounds, from the polar regions southward, which during winter have a thick coat of ice, and act as auxiliaries to the polar ice; from the absence of ridges of mountains running east and west, and acting as a barrier,—in the eastern part of Asia a vast tract of country, extending from the north in an unbroken and elevated surface, is subject to the same evils from frosty northern winds; the still vast and thick forests, and immense morasses which abound in them, further augment the tendency to cold; and, lastly, the absence of artificial heat arising from a

dense population, their forges, fires, factories, dwelling-houses, all of which affect the circumambient air to a considerable extent. Although it is very problematical whether a change of the climate to a great extent would either be serviceable or desirable, yet it appears that Canada has already relaxed some of its former rigours, and is in a state of continued mitigation. Since a portion of its forests have been cleared, its swamps drained, its villages and towns and settlements established, the Indians inform us that the frosts have been less severe and frequent—that the snows fall in smaller quantity, and dissolve sooner—and that the inland navigation is far less obstructed with ice than formerly."

29. The climate upon the whole is salubrious, but on the shores of the lakes and large rivers the prevailing maladies are fevers and the ague. The latter is an annoying complaint, but is very seldom fatal. As the settler recedes from the immediate banks of the lakes and rivers, however, he is comparatively freed from these maladies, the climate improving in healthfulness, and salubrity. The rich and heavy land of the Province is not usually met with upon the immediate shores of the lakes and rivers, but is found generally from ten to twenty miles back. The disadvantage in easily disposing of produce, and the labour of clearing the wood, which the enterprising emigrant encounters by settling in the forest, is thus amply compensated for by the superior soil, and greater exemption from the chief enemy he has to fear as regards his health. And here we would earnestly advise the absolute necessity of the strictest adherence to habits of temperance. Whisky is much cheaper in Canada than it is in Great Britain, and the temptation to indulgence is therefore the stronger. The emigrant, however, who is desirous to succeed and render himself independent—and all must have this desire who seek the shores of America—will above all things avoid intemperance. Injurious it is to health and success at home; but where the emigrant has to

encounter a new climate, and the labour of clearing for himself a settlement, its effects are certain and ruinous. Loss of health must be the consequence, and loss of health under such circumstances is fatal to success. Too many instances have we known of health seriously injured, and bright prospects altogether blasted and destroyed by thoughtless indulgence, not emphatically to warn the settler of the consequences of such habits. By taking care that his bowels are kept regular, by the moderate use of spirituous liquors, and avoiding exposure to the night air till he is seasoned to the climate, the emigrant has little to fear, and will be enabled to preserve his health, even in those localities where ague is most prevalent.

SECTION 9.—CANADA,—*Continued.*

Commerce.

30. As Quebec and Montreal are the shipping ports of Upper as well as Lower Canada, it will be necessary to give a view of the maritime trade of the two Canadas. The commercial growth of Quebec and Montreal have been rapid; but the recent alterations on the tariff of Great Britain must add greatly to its increase. The effect of this measure will also prove of the greatest advantage to the Canadian farmer, and will induce to the investment of capital in agriculture, which never would have otherwise been attempted. Previous to the passing of this measure, the only market the Canadian agriculturist had for his surplus produce, with the exception of wheat, was the yearly increase to the population from emigration. The market being thus limited, the supply naturally was so. The farmer contented himself with clearing little more land than sufficed for the supply of his family. There was thus no inducement for the investment of capital in clearing land, or in agricultural operations. By the wise measure alluded to, matters will be entirely changed. The Canadian feels himself to be acknowledged as an integral portion of the

British empire; and a sure and unfailing market is opened up for any surplus produce he can raise, so long as beef, pork, cheese, butter, and flour, remain in Great Britain at remunerating prices. At present, the, then Canadian farmer can export these articles with a profit; and will be able to do so, till his own country becomes so densely peopled as to raise prices there higher than in Great Britain.

31. Before the full benefit, however, can be derived by the farmer in Canada, he must be able to prepare his beef, pork, butter, and cheese, properly for the British market. Persons well skilled in the curing of beef and pork, and in the making of butter and cheese, must be obtained from this country, otherwise the produce of Canada may receive a character in the market from which it will be long ere it recovers. The best curers of beef and pork will be obtained from Ireland; and of cheese and butter—for the former, from the western district of Scotland, or the cheese counties of England; for the latter, from Scotland and England generally. Good dairymaids, or farm-labourers' wives, acquainted with making butter and cheese, are therefore now likely to be more than ever of value in Canada. One important consequence to Canadian agriculture must result from the alteration of the British tariff—that is, the more general introduction of green crops, and an end being put to the ruinous system, too much adopted, of overcropping and deteriorating the soil with a succession of wheat crops. The farmer will now be enabled, by raising and feeding cattle, fully to consume his green crops, to make larger quantities of manure within himself, and thus a better, and consequently, ultimately a more profitable system of husbandry will be introduced than has hitherto prevailed.

32. The following tables give the value of the export and import trade of Canada for the years noted, but they can give no idea of what these are likely now to arrive at in a few years:—

CANADIAN PORT OF QUEBEC.

STATISTICS OF TRADE SINCE 1824.

Year.	VESSELS.		Imports.		Exports.		Year.	VESSELS.		Imports.		Exports.		
	No.	Tonnage.	£	s. d.	£	s. d.		No.	Tonnage.	£	s. d.	£	s. d.	
1824	619	150,000	1,227,857	11 4	4	980,869	3 8	1841	1234	430,175	628,261	2 4	897,127	14 6
1825	796	195,598	1,600,966	18 4	4	1,439,484	11 4	1842	872	290,646	421,776	18 9	991,489	7 2
1826	714	179,949	1,288,708	13 0	0	1,069,829	4 0	1843	1228	433,087	644,498	15 0	1,367,652	5 2
1827	619	152,712	1,286,416	19 0	0	976,956	11 4	1844	1232	451,142	686,055	11 7	1,486,848	17 9
1828	718	183,472	1,409,435	6 8	8	960,310	2 8	1845	1489	576,541	913,904	9 11	2,078,972	3 9
1829	900	236,575	1,347,870	15 8	1	1,061,278	7 4	1846	1480	563,225	1,866,456	18 6	1,866,456	18 6
1830	896	227,275	1,749,892	7 4	4	1,146,825	1 8	1847	1210	479,124	745,315	4 2	1,831,899	13 1
1831	1027	263,523	2,040,200	7 0	8	1,428,763	6 0	1848	1188	452,346	574,905	16 1	1,957,326	6 1
1832*	945	261,071	970,479	0 8	0	813,402	12 4	1849	1184	465,088	444,934	0 0	1,044,101	0 0
1833	941	246,071	905,331	8 0	8	867,912	16 4	1850	1196	465,804	636,441	10 9	1,297,423	10 0
1834	1089	295,560	735,773	1 8	1	1,102,888	8 6	1851	1300	533,427	833,903	18 6	1,593,662	8 5
1835	1105	311,490	694,435	1 0	9	933,086	0 0	1852	1234	506,123	756,012	16 11	1,361,019	19 4
1836	1152	344,406	754,557	4 0	0	1,151,207	11 4	1853	1351	570,738	1,190,283	14 10	2,443,457	19 0
1837	1002	313,885	712,622	7 0	0	881,529	15 0	1854	1416	618,926	1,806,153	8 8	2,551,767	7 4
1838	1026	333,133	913,325	12 7	7	1,234,008	5 7	1855	742	348,430	745,531	19 8	1,558,702	10 10
1839	1008	357,837	..	..	..	..	..	1856	1006	477,160	871,598	6 2	2,048,298	13 8
1840	1255	430,957	..	..	..	..	..		

* The falling off this year seems to arise from Montreal becoming a Port of entry.

* The falling off this year seems to arise from Montreal becoming a Port of entry.

The Imports and Exports at the Port of St. JOHN'S steadily progressed, the former from £223,209, and the latter from £91,925 in 1822, to £487,114, and £226,911 respectively; in 1851, when, owing to the Champlain and St. Lawrence Railroad Company having extended their line to Rense's Point, the exports and imports at this port fell off very materially, goods, &c., being conveyed without reporting at St. John's.

At the Port of KINGSTON, where the Trade Statistics commenced in 1850, the vessels were, in that year, 675, the tonnage, 82,567, the value of the Imports, £269,589 10s., that of the exports not declared: whereas in 1856, the vessels were 1,372 in number, with a tonnage of 491,631, value of imports, £591,075 16s. 1d., Exports, £117,482 2s. 11d.

At the Port of HAMILTON, the statistics commencing in 1843, shows the declared value of imports to have been in that year, £56,645, without other returns; and in 1850, vessels arrived—foreign, 378, of 95,087 tons; value of Imports, £395,783, of Exports, £88,223; whilst in 1856, there were 486 vessels, of 217,222 tons—imports, £1,348,250—exports, £446,376.

Again, at the Port of BROCKVILLE, the number of vessels had risen, in 1856, to 1,458; tonnage, 1,070,754, value of imports, £68,652 6s. 8d., paying duty, £5,855 7s., and value of exports, £22,239 15s. 11d. These returns represent the general trade of Canada.

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PORT OF MONTREAL—SINCE 1833.
[In 1832 Montreal became a separate Port of Entry instead of an Out-Port of Quebec.]

Year.	VESSELS.		Imports.	Exports.		Years.	VESSELS.		Imports.	Exports.	
	No.	Tonnage.					No.	Tonnage.			
1833	133	30,769	£ ..	£ 422,840	s. 0	d. 0	210	51,843	£ 2,614,611	s. 0	d. 0
1834	89	20,259	£ ..	£ 200,019	s. 0	d. 0	219	55,566	£ 2,303,908	s. 0	d. 0
1835	108	22,373	£ ..	£ 270,202	s. 0	d. 0	234	63,331	£ 2,063,420	s. 0	d. 0
1836	98	22,289	£ ..	£ 302,298	s. 0	d. 0	162	41,811	£ 1,707,434	s. 0	d. 0
1837	91	22,668	£ ..	£ 247,479	s. 0	d. 0	144	37,625	£ 1,637,409	s. 0	d. 0
1838	65	14,441	£ ..	£ 218,023	s. 0	d. 0	211	46,156	£ 1,793,634	s. 0	d. 0
1839	110	24,311	£ ..	£ 241,734	s. 0	d. 0	231	55,660	£ 2,294,710	s. 0	d. 0
1840	137	31,266	£ ..	£ 914,281	s. 0	d. 0	184	45,439	£ 2,311,471	s. 0	d. 0
1841	203	50,277	£ ..	£ 684,433	s. 0	d. 0	245	59,500	£ 3,503,697	s. 0	d. 0
1842	172	43,156	£ 2,018,960	£ 428,661	s. 0	d. 0	253	70,740	£ 4,055,251	s. 0	d. 0
1843	151	35,682	£ 1,186,388	£ 378,043	s. 0	d. 0	199	48,139	£ 3,093,145	s. 0	d. 0
1844	207	49,635	£ 2,475,531	£ 743,019	s. 0	d. 0	232	69,962	£ 4,036,174	s. 0	d. 0

The Statistics of Trade of the Port of LONDON, C. W. show that in 1835 its Imports were £232,522, and its Exports £77,973, against £233,986 and £76,437, in 1836.

PORT OF TORONTO—SINCE 1849.

Year.	VESSELS.		Imports.	Exports.		Years.	VESSELS.		Imports.	Exports.	
	No.	Tonnage.					No.	Tonnage.			
1850	1070	233,473	£ 634,722	£ 123,328	s. 8	d. 7	1687	673,688	£ 1,448,183	s. 7	d. 9
1851	914	238,285	£ 694,597	£ 81,861	s. 19	d. 8	2924	1,174,605	£ 1,401,453	s. 16	d. 9
1852	836	211,016	£ 654,615	£ 134,211	s. 7	d. 8	1707	563,692	£ 1,685,659	s. 1	d. 10
1853	1044	234,735	£ 1,180,993	£ 221,490	s. 5	d. 9					

33. The principal exportable articles hitherto, are timber and ashes, the products of the Canadian forests, vegetable food, and agricultural produce, and the produce of the mines. An idea may be formed of the first from the fact, that the capital employed in the lumber (timber) establishments and saw-mills in the neighbourhood of Quebec, is £1,250,000; this sum is laid out in erecting saw-mills throughout the country, forming log-ponds, building craft for the transport of deals, and forming a secure riding for the ships in the strong tide-way of the St. Lawrence, while loading the timbers. The lumber-trade is of the utmost value to the poorer inhabitants, by furnishing their only means of support during the severity of a long winter, particularly after seasons of bad crops (frequent in the lower provinces), and by enabling young men and new settlers most readily to establish themselves on the waste lands. The American ashes contain a larger proportion of pure potash than those of Dantzic or Russia. The corn and flour trade of Canada promises to be a great source of wealth to the colonists. There are manufactories of different articles established at Montreal and Quebec; and new manufactories and branches of industry are continually arising. The banks of the Lachine Canal, at Montreal, are becoming clustered with workshops, including a large sugar refinery, railway car and locomotive works; marine, fire, and other engines; ship-building yards, &c., which give employment largely in and about Quebec; where, in 1843, 48 vessels, of 13,785 tonnage, were built; and in 1853, 76, of 51,637 tons—the average annual value being £500,000; and ships built on Lake Ontario, and freighted down the St. Lawrence, being sent to be sold at Liverpool. Large quantities of deals come from the N. shore of the Ottawa, between Montreal and Bytown, from the valley of the St. Maurice and the Saguenay country, and one firm alone sends £25,000 currency of annual value in shocks or boxes, for sugar, to Cuba, from the line of the St. Lawrence and Atlantic Railway.

SECTION 10.—NOVA SCOTIA, AND CAPE BRETON.

34. NOVA SCOTIA is a peninsula connected with that part of the continent of North America called New Brunswick, by a narrow isthmus. It measures about 300 miles in length, and is of unequal breadth. The area of land may be estimated at 8,000,000 of acres, of which about 5,750,000 acres have been granted; and of the remaining 2,225,000, not more than 280,000 are supposed to be fit for cultivation. No part of the land is more than thirty miles distant from navigable water, and everywhere it is intersected with fine streams and rivers. It has been permanently possessed by the British since 1712. It is divided into ten counties, including the island of Cape Breton at its eastern extremity. The chief towns are Halifax, Truro, Lunenburg, Windsor, &c. The capital, Halifax, is agreeably situated on the declivity of a rising ground, in front of a spacious bay, which forms a fine harbour on the eastward or seaboard side of the peninsula. It contains about 25,000 inhabitants, and is a central point for the fishing trade and foreign commerce. It is the chief Naval Station of British America.

35. The soil of Nova Scotia is very various. By far the largest portion of the good land is situated on the north-western portion of the peninsula. Towards the Bay of Fundy in particular, there are many thousand acres of alluvial land, made by the deposit of the tides from the soil brought down by the rivers and streams. This has been dyked in, so as to exclude the waters of the rivers, and is of extreme fertility. In the neighbourhood of Windsor and Truro, this land yields three tons of hay per acre, which it has continued to do for the last fifty years. Immense tracts of land have been enclosed, and gained from rivers and shores in this manner; for instance, at the head of the Bay of Fundy there are 70,000 acres in one connected body. The next best quality of land is found in the valleys, on the banks of the fresh water brooks and

streams, and is also alluvial. Great quantities of this land is found in every part of the province, forming fine meadows, covered with natural grass several feet in length. The upland varies much, but there is one tract, commencing at Cape Blomidon, and running in one continuous ridge for upwards of one hundred miles towards Digby, and seven or eight miles in breadth, which is of excellent quality. It is a strong soil, producing wheat and other grains in abundance. The mineral productions of the province are valuable, and of these coal is certainly the most important. It is found at Pictou, in the northern part of the peninsula, and also at Sydney in Cape Breton. Iron ore has also been found in several places. Limestone, freestone, slate, and clay for bricks, are also in abundance. In the rivers, salmon, trout, and other fish of the finest kinds are plentiful; and the sea-shores yield large supplies of white and shellfish of various kinds. The fruits produced are numerous. All the British fruits are in abundance and of fine quality, besides a great variety of wild fruits. Culinary vegetables, such as potatoes, artichokes, cauliflowers, cabbages, beans, peas, carrots, onions, parsnips, beet, celery, and cucumbers, are plentiful. The grains raised are wheat, rye, buckwheat, barley and oats. Pumpkins and Indian corn are extensively cultivated. The natural wood consists of elm, cherry, white, black, yellow and grey birch, red oak, beech, white and yellow pine, white, red, and black spruce, maple, &c. The climate is healthy, but like Canada is extremely hot in summer, and cold in winter. Snow generally covers the ground from Christmas till the 5th of March. When vegetation commences, it is very rapid; and the summer is short but powerful, and the crops are quickly brought to maturity.

36. The island of Cape Breton lies close to the eastern extremity of Nova Scotia, from which it is separated only by a narrow strait called the Gulf of Canseau. It is one hundred miles in length, and about sixty in breadth; but its shores are indented by numerous

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days. The productions of the island are similar to Nova Scotia, and its minerals, particularly its coal, are valuable. The possession of this fossil must yet prove of vast importance to Nova Scotia and Cape Breton. It is remarkable this source of wealth which the coal must yield, has been hitherto so much overlooked, considering its value in the United States; but the increase of steam-navigation in these seas, has now begun to call it forth.

SECTION 11.—NEW BRUNSWICK AND PRINCE EDWARD'S ISLAND.

37. On the mainland of North America, northwest of Nova Scotia, and south of the eastern portion of Lower Canada, lies the province of New Brunswick. On the south-east it is bounded by the Bay of Fundy, and the isthmus which connects it with the peninsula of Nova Scotia; on the east by the Gulf of St Lawrence; on the north by the eastern extremity of Lower Canada, which separates it from the river St Lawrence; and on the west by the United States. The area of New Brunswick, as its boundary was settled in 1842, is 25,320 square miles. About 11,000,000 acres are ungranted, and fit for cultivation. This extensive province, it is said, is capable of maintaining 3,000,000 of inhabitants, but it is as yet very thinly settled, and the population but small. The greater portion is still covered with dense forests, but the soil is generally fertile, and excellently adapted for the settlement of emigrants. The climate is healthy, and very similar to that of Nova Scotia, both being milder in winter, and cooler in summer, than Lower Canada. The natural productions are numerous and valuable. The rivers and lakes abound in fish, and the sea-coast is prolific in cod, haddocks, salmon, &c. Cutting and exporting timber is, as yet, the principal trade. The chief rivers are the St. John, which falls into the Bay of Fundy, and the Miramichi, which empties into the Gulf of St. Law-

rence. The banks of these rivers are the seats of the timber trade, and the principal settlements are on the former river and its lakes. On the northern side of this river, where it enters the Bay of Fundy, stands the town of St John, the largest in the province, and a place of extensive trade. About ninety miles above St John, on the same river, is Fredericton, the capital of the province, but a mere village. The only buildings of importance it contains are the government house, and a college. The Miramichi is navigable for large vessels for about forty miles, and on its banks are seen the huts and houses of settlers, who, however, attending chiefly to the timber trade, the staple of the district, show but small advance in the cultivation of the soil. The village of Chatham is on the south bank of the river, about twenty miles from its mouth. Here merchants have settled, stores and wharfs been erected, and many ships are loaded. Extensive veins of coal, lying a few feet above the level of the water, and running horizontally, are found on the shores of the Grand Lake in Queen's County. An excellent vein has been opened on the banks of the Salmon river. Iron ore is abundant. Copper, plumbago, and manganese, have also been found, and gypsum and grindstone are in inexhaustible quantities near Chignecto Basin.

38. As to the abundant natural resources of this fine but hitherto neglected colony, we quote the following remarks from the *St John's Chronicle*, of a recent date:—

“ This province possesses many resources infinitely superior to her trade in timber, that have been lost sight of in consequence of the timber mania. Her agriculture, fisheries, and mineral wealth, have all been heretofore rather matters of theoretical speculation, than practical and profitable operation; against the first of which, a prejudice based in total ignorance of the capabilities of both soil and climate, has existed. These prejudices, however, we are happy to find, are giving way to conviction of their fallacies, from unre-

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futable proofs that are daily making their appearance. We will quote one instance only which will set the matter quite at rest. In the Stanley settlement, perhaps the finest wheat ever grown on the face of the globe has been produced under the fostering hands of the English farmers—the grain is both beautiful and perfect in its kind, and weighs 70 lbs. per bushel. Had the agriculture of this province been pursued with a hundredth part of the vigour that has been misapplied to a fluctuating, and as it now proves to be a profitless business in timber, this province would not have been in the state it now is. Our fisheries, too, have been fairly neglected, or carried on in such a listless, and, as a natural consequence, profitless manner, that little or no benefit has resulted from them; and while we have nearly the whole of the fishing ground in this quarter of the globe, and the markets of the whole world open to us, we have made nothing of it; while the Americans, who first unlawfully take the fish from our waters, and labour under high duties (to which we are not subject, in our West India ports), undersell us, and make it a profitable business. As to minerals, if we take that of coal only, we find it in inexhaustible beds, and of undoubted quality; and while we have so many steam-boats on the move, and it brings so good a price in the United States, we are at a loss to discover why it is not made a profitable source for investment. Indeed, the resources of this province are both varied and vast, and with industry and capital, are capable of making this country one of the most wealthy in the world, if we should never build another vessel nor export another ton of timber."

39. Mr M'Gregor gives an instance of what can be done here by energy and industry, which it is to be hoped will yet be extensively imitated, as there is ample room and verge enough for hundreds doing so "On coming down the south-west branch of the Miramichi," says he, "in the autumn of 1828, from where the road from the river St John joins the

Miramichi, about eighty miles above Chatham, I was astonished at the unexpected progress made during so short a period in the cultivation of the soil. Near where the road parts off for Frederickton, an American, possessing a full share of the adventurous activity of the citizens of the United States, has established himself. He told me that when he planted himself there, seven years before, he was not worth a shilling. He has now (1829) more than three hundred acres under cultivation, an immense flock of sheep, horses, several yokes of oxen, milch cows, swine, and poultry. He has a large dwelling-house, conveniently furnished, in which he lives with his family and a numerous train of labourers, one or two other houses, a forge, with a powerful trip-hammer, worked by water-power, fulling-mill, grist-mill, and two saw-mills—all turned by water. Near these, he showed me a building, which he said he erected for the double purpose of a school and chapel, the floor of which was laid, and on which benches were arranged so as to resemble the pit of one of our theatres. He said that all preachers who came in the way were welcome to the use of it. An English parson, a Catholic priest, a Presbyterian minister, or a Methodist preacher, should each, he said, get something to eat at his house, and have the use of the chapel, with equal satisfaction to him. He then showed me his barn, and in one place a heap, containing about ninety bushels of Indian corn, that grew on a spot (scarcely an acre) which he pointed out to me. This man could do little more than read and write. His manners were quite unpolished; but not rude; yet he had wonderful readiness of address, and, as far as related to his own pursuits, quick powers of invention and application. He raised large crops, ground his own corn, manufactured the flax he cultivated and the wool of his sheep into coarse cloths; sold the provisions which his farm produced, and rum and British goods, to the lumberers; kept a tavern; employed lumberers in the woods, and received also timber in payment for whatever he sold. He made

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the axes and other tools required by the lumberers at his forge; he ate, gambled, and associated with his own labourers, and with the lumberers, and all others, who made his house a kind of rallying point. He appeared, however, to be a sober man, and a person who had in view an object of gain in everything he engaged in. He talked much in praise of the rich interior country, and how rapidly it would be settled and cultivated, if possessed by the Americans."

40. Prince Edward's island is situated in the Gulf of St Lawrence, betwixt the Island of Cape Breton, on the east, and New Brunswick on the west. It is separated from Nova Scotia by a narrow sea about nine miles in breadth, called the Straits of Northumberland. The island is about 140 miles in length, and its greatest breadth is 34, but, being much indented with bays, it is in some places connected only by narrow isthmuses only a few miles in breadth. It is divided into three counties, called King's, Queen's, and Prince's, counties. The area of the island contains about 1,360,000 acres, of which only about 6000 remain at the disposal of the crown. The capital, Charlotte town, is situated on the south side of the island on the north-west bank of the river Hillsborough, the ground on which it stands rising in gentle slopes from the banks of the river. The harbour, which is capacious, is considered one of the finest in the Gulf of St Lawrence. The island is governed by a lieutenant-governor, council, and house of assembly, the members of which are chosen by the people. The colonists are chiefly from Great Britain and Ireland, with a few Dutch and Germans; and are described by Mr M'Gregor as an hospitable, kind, obliging people, and generally moral in their habits. The island is rich and productive, the soil being fertile, and yielding good crops of wheat and other grains. Potatoes, turnips, and all other green crops, succeed well. The climate is somewhat similar to Canada, but the winter is shorter than that of the Lower province, and the atmosphere is free from fogs. Spring

grains are sown in the beginning of May, and the harvest is usually reaped and ~~seized~~ by the end of October. The island has been recommended to those who combine a knowledge of agriculture, with that of curing fish. The bays and shores are rich in fish of various kinds, and the Magdalens, a small group of islands to the north-east, which have been added to the government, are chiefly occupied as fishing stations. The whole population is 56,000.

SECTION 12.—NEWFOUNDLAND.

41. THIS island lies on the north-east side of the Gulf of St Lawrence. Its whole eastern shore is bounded by the Atlantic Ocean; and on the north-east and north, it is separated from the coast of Labrador by the Strait of Belleisle, which is about 50 miles in length, and 12 in breadth. The island is bounded on the north-west by the Gulf of St Lawrence, and on the south-west, at Cape Ray, it approaches Cape Breton. The extreme length of the island from Cape Race to Griguet Bay, is about 420 miles; its widest part from Cape Ray to Cape Bonavista is about 300 miles. Excluding its broken and rugged shores, the circumference may be stated at 1000 miles, comprising an area of 36,000 square miles. It is the nearest portion of America to Europe, the distance from St John's in Newfoundland to Port Valentia, on the west coast of Ireland, being 1656 miles. Little is known of the interior of the island, the settlements made being all upon the coast; and even but a portion of this is occupied by the British. In consequence of a claim made by France to a right of exclusive fishing, (which, however, is contrary both to the meaning and words of every treaty made between Great Britain and the French government on the subject,) the largest and best half of the coast has been virtually ceded to the French; for, from Cape Ray to the Quirpon islands, not ten British settlers are to be found, although the land is exceedingly well adapted

both for cultivation and pasturage. Hitherto Newfoundland has been chiefly valued for its extensive fisheries, and has been little, if at all, looked to for purposes of emigration or colonization. Although, however, a large part of the island consists of plains, studded with rocks, and termed "barrens," there is a large extent of alluvial soil capable of growing wheat and other grain. Springs of fresh water everywhere abound, and the island is well adapted for the pasturage of horned cattle on an extensive scale. The climate is milder than that of Canada, and the salubrity of the island is best shown by the longevity of the inhabitants. In no country is old age attended with greater bodily vigour and mental animation—there being instances of fishermen 100 years of age being still actively employed in the arduous duties of their calling. Coal has been found on the banks of the Humber; and the oldest inhabitants assert that Conception Bay contains mines of several sorts. At Chapel Cove there is a coal mine, and a limekiln was erected there several years ago, and worked with success. There is said to be an iron mine on the northern side of Belleisle, and another at Harbour Grace, and it is affirmed that there is a copper mine near St John's, which has actually been worked. The attention of the present settlers has been turned to the subject of emigration, the capabilities of the island are therefore likely now to be brought before the public, and to become better known, and its agricultural and mineral wealth turned to account. Its fisheries, the only source of wealth at present cultivated, are exceedingly valuable. Recently they amounted to £808,066 sterling. The total trade of the island has been estimated at £2,000,000 sterling per annum. Lately the population amounted to 75,904. The affairs of the island are administered by a resident governor, with a legislative and executive council, and a House of Assembly, consisting of fifteen members, chosen by the people.

SECTION 13.—ADVICE TO INTENDING EMIGRANTS.

Who may emigrate ?

42. The question of who may with advantage emigrate, is one worthy of very serious consideration. The life of a colonist settling in Canada must necessarily be, as it unquestionably is, one of toil and privation for a time. Even those possessed of capital, must be reconciled to labour with their own hands, and all should remember that they are to settle in a country covered with extensive and dreary forests, with intervening settlements often distantly scattered, and rude in their appearance. Where the emigrant is most likely to be obliged to locate himself, the absence of the refinements and society to be found in the old country must be submitted to without a murmur; and he must be content to place his happiness in the knowledge, that although his lot in the mean time is incessant toil, he is with ordinary prudence laying the foundation for almost certain success, and for the future independence, ease, and comfort of himself and his family. It is obvious that some classes of people are much better fitted for emigration than others; but all who have strength for out-door labour, joined to energy of character, and a determination not to shrink from temporary difficulties, may safely turn their attention to western Canada, or some of the other portions of British America. To persons therefore of this description, who can find the means of removal, and who are pressed with difficulties they see little prospect of overcoming at home, emigration to these settlements can hardly fail to be highly beneficial. "The persons," says Mr Howison, "who may be inclined to emigrate to Upper Canada, are of three different descriptions, namely, the poor peasant or day-labourer; the man of small income and increasing family; the man possessing some capital, and wishing to employ it to advantage. Persons of the first class never would repent if they emigrated to Upper Canada, for they could hardly fail to improve their circumstances and

condition. The poorest individual, if he acts prudently and is industrious, and has a common share of good fortune, will be able to acquire an independence in the space of four or five years. He will then have plenty to eat and drink, a warm house to reside in, and no taxes to pay; and this state of things surely forms a delightful contrast with those hardships and privations which are at present the lot of the labouring population of Great Britain.

43. It is evident that some descriptions of emigrants will succeed better in Upper Canada than others. Those who have been accustomed to a country life, and to country labour, are of course more fitted to cultivate land, and endure the hardships at first attendant upon a residence in the woods, than artisans or manufacturers, whose constitutions and habits of life are somewhat unfavourable to the successful pursuit of agriculture. But every individual, who, to youth and health joins perseverance and industry, will eventually prosper. Mechanics cannot fail to do well in Upper Canada; for when not employed in clearing lands, they will find it easy to gain a little money by working at their professions; and they likewise have the advantage of being able to improve their dwelling-houses, and repair their farming-utensils, at no expense. Weavers, being ignorant of country affairs, and unaccustomed to bodily exertion, make but indifferent settlers at first, and their trade is of no use to them whatever in the woods. Married persons are always more comfortable, and succeed sooner in Canada than single men; for a wife and family, so far from being a burden there, always prove sources of wealth. The wife of a new settler has many domestic duties to perform; and children, if at all grown up, are useful in various ways."

44. Every intelligent traveller in Canada concurs in these views; and it may be observed, that they are equally applicable to our other settlements in North America. "Of this, I think," says Fergusson, "there can be no doubt, that either the moderate capitalist, or

the frugal, sober, and industrious labourer or artisan, cannot fail of success."

SECTION 14.—ADVICE TO EMIGRANTS,—*Continued.*

Passage-Charges—Victualling—Cautions regarding Provisions.

45. The principal means of communication with Canada are by Liverpool or Glasgow, and now even Galway, to Quebec; and from Quebec, the combined facilities of the Grand Trunk Railway, the Great Western Railway, and the unequalled system of Canadian ship canals, enable the emigrant to reach at pleasure any part of Canada, or of the middle, western, or northern States of the American Union. Messrs. William Barnett & Co., of London, issue contract tickets for all classes by trains, to every city or town of note in the British possession and United States—thus enabling persons before leaving home to know the exact outlay required for the voyage and inland journey. They also furnish, on application, the cost for outfit, and all requirements for tradesmen, mechanics, or labourers, as well as rates, diet, &c. The rate charged by steamer to Quebec (12 to 20 days voyage), is now only Eight Guineas in the Steerage; by sailing vessel (34 to 40 days), £5 5s. in the second cabin, and £4 5s. in the steerage. Children under 8 years of age, half fare and 10s.; infants, 10s.

The above includes the following Weekly allowance of Provisions (in a Cooked State) of the best quality, which, with the Ships and accommodation, are subject to the inspection and approval of Her Majesty's Emigration Commissioners.

3½ lb. Bread.	1½ lb. Peas.	2 oz. Tea.
1 lb. W. Flour.	1½ lb. Beef.	½ oz. Mustard.
1½ lb. Oatmeal.	1 lb. Pork.	2½ Qrts. Water.
2 lb. Potatoes.	2 oz. Salt.	1 Gill Vinegar.
1½ lb. Rice.	1 lb. Sugar.	½ oz. Pepper.

Each Adult is allowed to take per ship 10 cubic feet, or 5 cwt. Luggage Free. To secure a berth, £1 deposit is required (by Post Office Order or otherwise), on receipt of which, with Name and Age, a Contract Ticket will be given; also, full particulars how to proceed.

* Emigrants to New Brunswick, Prince Edward Island, or Nova Scotia, are, however, cautioned against proceeding to Quebec, there being no regular means of conveyance thence to the Lower Provinces.

Whoever resolves to supply his own provisions, must be careful not to lay in an insufficient stock. Fifty days has been recommended as the shortest period for which it is safe to provide; but as the emigrant, on arrival, can sell whatever he may have over, we urgently advise that a safer provision than this be made. Of the vessels sailing from British ports of late years, although there were instances of some making the voyage within 30 days, the longest passage was 78 days, and in the month of June, 75 days. The misery and loss of health to the emigrant being on short allowance, under such circumstances, where he is in want of funds, and the expense incurred by those who have, in purchasing at an extravagant rate from the captain, may well be conceived. We would urgently recommend therefore emigrants *sailing with the ordinary ships advertised, not to victual for less than 10 weeks.* Mr Buchanan, government emigrant agent at Quebec, gives many instances of the danger arising from being short-victualled, in his reports to the governor during the year 1841. "In the brig, Lady Hood from Stornoway," he says, "were 14 families, 78 in number, all very poor; and landed here after a passage of 70 days, in great distress, from want of provisions. They had expended all their money in purchasing supplies from the master during the passage." "139 passengers in the Cumberland Lass from Belfast, were 66 days on the voyage. Many of them landed in great distress, from want of provisions. They purchased from Captain Smith as long as their money lasted, and he had to support from 40 to 50 of the poorest for the last three weeks. When he arrived here, all his ship's stores were exhausted, besides supplies which he obtained from different places in the gulf." We would also impress upon the poorer class of emigrants, the danger of trusting to potatoes as an essential article of food. The liability of this valuable root to become rotted, is apparent; and under any circumstances, great care should be taken of their

stowage. Mr Buchanan, in one of his weekly reports says, "the passengers per China, from Limerick, were 10 weeks on the voyage; their supply of provisions falling short, they were *obliged to purchase from the captain at high rates*. They stated that their supply of provisions was sufficient when they left, for three months, but that their potatoes, which constituted their chief stock, *owing to the wet and heat in the vessel's hold, soon rotted, and became unfit for use*. Mr Buchanan adds, "several cases have occurred this season, in which this most essential, and I may say principal food of the Irish emigrants has been destroyed from neglect and improper stowage. I should recommend, if considered practicable, that this article of provision should be placed in charge of the master of the vessel, and be issued by him to each individual twice a week, or oftener, if he thought proper. At present, they are brought on board in sacks, and thrown into the hold on the wet ballast, or on the water casks, and in the course of a few days, owing to the thoroughfare made over them by the crew and passengers going for water, and other provisions or baggage, they soon become so trampled on, and bruised as to be unfit for use." The safest way to keep potatoes is in a barrel having a lock. The passenger has them thus under his own charge, and the danger of heating and rotting from wet is thus in a great measure prevented.

46. Oatmeal, beef, eggs packed in salt, tea or coffee, and sugar, ship-biscuit and loaf-bread hard baked, are all indispensable to making the voyage with anything like comfort. Milk, boiled with loaf sugar, a pound to a quart, and bottled, will keep during the voyage—an egg beat is a good substitute for milk. A supply of porter and ale will be found useful. Rice and sago for puddings should also be taken, and dried fish and red herrings. A Scotch emigrant, in a letter from Upper Canada, published in the Counsel for Emigrants, gives the following list of provisions for four persons sailing as steerage passengers:—"16 or 18

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pecks of potatoes in a barrel with a lock on it; 40 lbs. of good beef, well salted in brine; 16 lbs. of butter; 3 lbs. of coffee; 3 or 4 dozen *old* bottled beer, which has less chance of flying than if new; some dozens of eggs packed in salt; half a dozen cod-fish, cut in pieces for boiling; some dozens of Buckie haddocks, well dried for keeping. Milk does not keep well; no sweetmeats are relished at sea. A few oranges, which at times taste very pleasant to the parched palate; some cheese; 8 lbs. of treacle in a flagon; 1 stone of barley; a good deal of pepper and mustard; plenty of carrots, turnips, and onions, for broth—they will keep all the voyage; 28 lbs. of fine ship bread; 8 or 10 quartern loaves, baked hard; 1 boll of oatmeal, 6 pecks baked into bannocks and cakes, very well fired, and flat for packing; some white puddings; some suet for dumplings; a few candles, and a white-iron lantern with horn; 1 bottle of vinegar, to use in water on shipboard; 1 bottle of castor-oil; 2 or three dozens of colocynth and rhubarb pills; 6 lbs. of Epsom salts, and 1 lb. of senna—these medicines are very dear here; tin pan to fit the stove of the ship, and it is convenient to have one for hooking on the ribs of the grate when the top of the fire is occupied; kettle for making coffee, &c. Use no crockery, but instead, jugs and bowls of tin; broth pot, frying-pan, and tin kettle."

47. "There are some things which are requisites," says the author of the *Mechanic and Labourer's Guide to America*, "and essential ones also, and not always paid sufficient attention to, on the part either of the voyager or the supplier, and others which would materially conduce to his comfort and even perhaps his health, which are omitted altogether. Acids of all descriptions—that is, those used at table—are not only highly serviceable at sea, but particularly grateful also to the palate. Of vinegar, therefore, as the most common, there should be an ample store; pickles likewise of various descriptions; but, above all, lemons or the juice of them For this

kind of acid, there can be no proper substitute: it counteracts the effects of salt diet, allays sea-sickness, and forms occasionally a very refreshing and invigorating beverage. About two or three dozen of these will be found sufficient, which, if obtained fresh and wrapped separately in paper, will keep good throughout the voyage. Two or three pounds of figs also should be taken to be used medicinally, and a box or two of soda-water powders. A small hamper of porter likewise, and a bottle or two of spirits, not omitting a little brandy.* A few good keeping apples and some oranges also, managed in the same manner as directed for the lemons, may be provided; and of vegetables, besides the potatoes supplied with the stores, onions, carrots, and turnips, which will keep nearly the whole of the time, and are highly serviceable for soups, &c. Two or three pounds of portable soup, and about the same quantity of preserved meat should be taken, if the voyager's means will permit."

48. "In place of hard bread or biscuit, for which in most cases there is soon a disrelish, loaf-bread should be substituted, prepared in the following manner:—For immediate use, a few *stale loaves* may be rebaked, that is, put a second time in the oven in order to take out all the moisture from them, and in this state they will keep good for at least a fortnight; but to last well for a longer period, the loaf must be cut up into thin slices and toasted slowly on both sides, until they become perfectly dry—on a gridiron over a slow fire perhaps is the best way of preparing them—and then let them stand separately on end until perfectly cold. If these be kept in a dry place, they will continue in a good state for months, and all that is necessary previous to use, is to moisten them with a little water and hold them a short time before the fire, or else immerse them in any hot liquid, as tea, soup, &c. If bread thus prepared be put up in a tin box with a tight-fitting lid or cover; and when used

* This is the more necessary to be attended to, as shipmasters are prohibited, under penalties, from selling spirits to passengers.

treated as directed, it will be almost impossible to distinguish any difference between a toast of this description and one from a loaf only a day or two old."

49. The tin articles required are, a water-can to hold the supply of water, the quantity being a gallon per day to each individual, a wash basin, baking dish, a tin pot to fit into the ship's stove for broth, &c., a can for drinking from, a pot to hang on the stove for heating water, tin plates for meals, small tin dishes for tea or coffee, table and tea spoons, and knives and forks for each individual. All should be marked, and all packages should not only have locks, but be kept locked, and the keys taken out. This cannot be too carefully attended to, as loss of articles on shipboard are not unfrequent, and such losses cannot unfortunately be supplied.

SECTION 15.—ADVICE TO EMIGRANTS,—*Continued.*

Best period for sailing—Cautions as to the Selection of Vessel—Emigrant Agents—Arrival—Directions regarding Landing—Conveyance up the country.

50. The shortest passages are made in the beginning of the season, consequently the best months for leaving this country, are April and May. For the poorer class of emigrants, it is absolutely essential to leave early. In the report for a late year, Mr. Buchanan says, "it is of the greatest importance that the advantage of arriving in the colony at as early a period in the season as possible, should be impressed on the labouring portion of the emigrants who come out at their own expense, and also on the landholders who wish to give assistance to their poor tenantry to emigrate, as everything depends on the time of their arrival here. Those who sail from the United Kingdom in the months of April and May, arrive in time to take advantage of the spring and summer work. They have thus time to look about them, and secure a home for their families, against the coming of winter. On the other hand, if emigrants arrive at a season

when nearly all employment ceases, the winter approaches before they can get themselves and their families into the interior of the country, and they are thrown on the benevolence of the colonist, or have to drag through a long and severe winter, depending on charity for support. This is equally an injustice to the poor emigrant, and a serious tax on the colonist, which might be avoided in a great measure by leaving their homes at a proper season. By sailing at an early period in the year, they can calculate on a more expeditious voyage, which is an all-important consideration. To the unprovided state, and late arrival of emigrants in the province, and to the other causes which I have alluded to, many of which are set forth in my weekly reports during the past season, I must attribute, in a great measure, the expense incurred by the different agencies in the province.

51. The names of vessels to sail being advertised, in the proper season, the emigrant can always have a choice. The conveyance of passengers to the British colonies is regulated by Act of Parliament, and provisions issued according to a dietary scale, approved of by Government Commissioners. This should be investigated by the intending emigrant, and he should not sail unless he finds the provisions strictly attended to. The agents appointed by government attend no doubt to the enforcement of these, but in a matter of such vital importance, the emigrant cannot be too careful in seeing to this himself. The most necessary for him to be assured of is, that the proper quantity of water be on board, and that more passengers are not taken than the tonnage of the vessel allows. The character of the vessel for swift sailing, and her sea-worthiness should be strictly inquired into; and if at all within his reach, the emigrant should not embark except from a port where government has an emigration agent, or where there is an efficient custom-house establishment. The professional skill, habits, and manners of the captain should also as far as possible be ascertained. A tyrannical or rude and boisterous

master of an emigrant ship, has it in his power to make the voyage very disagreeable to the passengers. On the other hand, passengers for their own sake should be careful not to give annoyance, or thoughtlessly to complain of matters, which are unavoidable in a sea voyage. The emigrant should put himself in communication with the emigrant agent of the port at which he means to embark, and be guided as much as possible by his advice. The duty of this officer is thus described by the *Times* newspaper, at the time these were first appointed.

52. "The agents will be instructed to furnish all parties wishing to emigrate (before they quit their homes) with information relative to the ships fitting out for passengers at their respective ports, the probable period of their sailing, and such other intelligence as may be required. Thus the poor emigrant may, by timely caution, avoid the abominable impositions too often practised upon him. Passenger-brokers as they are termed, for the ship-owner has rarely any thing to do with the matter, frequently promise the immediate departure of a ship, and subsequently on some pretence or other detain whole families until their slender means have entirely passed into the pockets of a set of low lodging-house keepers, to be found in every seaport, in whose profits it is not impossible that these brokers may in some way or other participate. Farther assistance will be afforded to the emigrants on their arrival at the seaport, by the agent's advice, in case of difficulty, or by a more direct interference when frauds are attempted, of which the law takes cognizance. In short, the agent is to act as the poor man's friend and adviser, whenever he is deserving of protection, and to relieve him from those innumerable embarrassments to which he is liable, at a time and under circumstances which render it peculiarly difficult for him to help himself. To see that the provisions of the Ship Passengers' Act are complied with, will be another and most important duty of the agents; and as they are selected from the half-pay list of

naval officers, they will be peculiarly able to judge of the quality of the provisions in store, and of the general arrangements for the comforts of the passengers."

53. On arrival, the emigrant ought not to be in a hurry to land. If the vessel is bound to Montreal, and he intends proceeding to Upper Canada, he should on no account leave the vessel at Quebec, except it be to go with the long boat direct with his luggage to the steamer for Montreal; and not unfrequently the steamer comes alongside the emigrant ship, and thus facilitates the re-embarkation of the emigrant. The captain of the ship can easily arrange this with the steamer. If his supplies are run out, a few hours at Quebec will suffice to provide the necessaries of life. The emigrant should wait till the vessel is at the wharf, or comes to anchor in the river, if she cannot immediately get a berth. He is entitled by the Passenger Act to remain on board for forty-eight hours after the vessel has arrived at the port to which he has contracted to be taken, and it is illegal for the captain to force him sooner ashore; and he will do well to make use of as much of this privilege, as will enable him to have his luggage all arranged, to land himself and his family without hurry or confusion, and as it will prevent the necessity of going into lodgings where he disembarks. His luggage should be put into as small compass as possible, if he intends proceeding farther, and the barrels and boxes in which his provisions were carried, now useless, are not worth the expense of transport. He should boil a few pounds of pork or beef, before leaving the ship, to serve him for a few days; in a few minutes he can procure fresh bread, and he can with ease get hot water in the steamer in which he is to embark to make tea on the way up. The passage by the steamer from Quebec to Montreal, 180 miles, is usually made in twenty-four hours. When the emigrant has got all arranged for leaving the ship, or if he has come by the steamer from Quebec, he should immediately get his luggage trans-

ported to the barges of the forwarding company. He will always find carters ready to transport them, but care must be taken not to be imposed on; 1s. 6d. should be sufficient for taking all his things to the station of the barges. The same barges continue all the way through to Kingston, the luggage need not therefore be moved till arriving there. In the barges he will find utensils for cooking, and the females and children will find shelter in the cabin. In case of foul weather, the emigrant can get his family on board the steamer at Lachine, where the barges are taken in tow to Carillon, about forty miles from Lachine. The barges here take seven or eight hours in getting through the locks, and getting up to Grenville. On the way the emigrant can buy a few potatoes from the farmers on the canal; and pork, butter, flour, tea, sugar, eggs and butcher meat, can all be obtained. From Grenville to Bytown^a the Barges are towed by steamers, and reach the latter place in fifteen or sixteen hours. On their arrival at Bytown, the barges have again to pass through locks, which causes a delay of some hours. The passage from Bytown to Kingston is rather tedious; but as it affords to the emigrant various opportunities of seeing the country, and many of engaging as a farm servant, he should not look upon it as altogether lost time. At Kingston, there are steamers for Toronto, distant 170 miles, and for Hamilton at the head of Lake Ontario, distant from Kingston 210 miles. The entire distance from Quebec to Toronto, is 606 miles, and the time occupied in performing it, in the year 1841, about ten days.

54. The expense of this journey may be calculated thus in the *currency* of the country:—

Fare from Quebec to Montreal, at one time, 7s. 6d., is often reduced by competition to 5s.; in 1841, was reduced to 2s. 6d., say, 5s. No charge for luggage.			
Carting luggage at Montreal to Barge station,.....	0	1	6
Fare from Montreal to Kingston	0	10	0

* Now Ottawa, selected by the Queen for the capital of Canada.

Allowed for luggage 1 cwt. or 1½ cwt.;

2s. 6d. per cwt. charged for all extra.

Fare from Kingston to Toronto, 7s. 6d.

£1 4 0

This is exclusive of provisions.

55. Children under 12 years are charged half-price, under 3 years nothing. Families, on arrival at Montreal, who are unable to pay, or unwilling to incur the expense of lodging, will find shelter in the emigrant sheds at the entrance of the Lachine canal. Lodgings can be had at from 4d. to 6d. per night. If supper or breakfast is required, the charge for each meal is from 10d. to 1s. Bytown, on the River Ottawa, at the entrance of the Rideau Canal, is a convenient place to obtain a supply of fresh provisions. At Kingston, as at Montreal, there are sheds for the accommodation of emigrants, to which they will be admitted on application to the government agents; and in no case need the emigrant, if his destination is further, remain more than one night either at Montreal or Kingston. Emigrants paying the fares, we have noted above, must provide their own provisions for the passage, as in no instance are passengers of this class furnished with food on the route. The probable expense for provisions for the whole journey, which as already mentioned, occupies about 10 days, has been calculated at 10s. From Kingston to the western end of Lake Ontario, there is a regular chain of steam-boats; there are two for the Bay of Quinte, two for the Rice Lake and Otonabee River, two on Lake Simcoe. There is constant intercourse between Toronto, and Hamilton, and Niagara, and between Hamilton and Queenston. Steam-boats run up the River Thames as far as Chatham, and the Canada company have a steam-boat on Lake Huron.

56. Mr Evans, in his work already quoted, gives the following table of distances from Halifax, Nova Scotia, to Quebec; and from the latter City to Fort Erie, Western (Upper) Canada, which will be found extremely useful to emigrants; but see at end of this guide, railway and steamboat routes.

Halifax.		Quebec.		Three Rivers.		Sorel and Berthier.		Montreal.		Cornwall.		Williamsburg.		Prescott.		Brockville.		Kingston.		Belleville.		Cobourg.		York.		Toronto.		Nelson.		Ancaster.		Grimaby.		Niagara.		Queenston.		Chippewa.		Fort Erie.			
700	90	135	180	90	45	127	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16					
790	90	135	180	90	45	127	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16					
880	180	90	45	127	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16							
962	262	172	127	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16								
984	284	194	149	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16							
1011	311	221	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16									
1023	323	233	188	143	199	117	95	68	127	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16		
1079	379	289	244	199	117	95	68	127	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16			
11138	438	348	303	258	176	131	49	27	82	104	22	61	39	12	56	115	59	46	118	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16							
11184	484	394	349	304	222	200	173	161	105	46	118	72	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16									
1256	556	466	421	376	294	272	245	233	177	118	72	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16										
1270	570	480	435	390	308	286	259	247	191	132	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16											
1288	588	498	453	408	326	304	277	265	209	150	104	32	48	72	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16							
1304	604	514	469	424	342	320	293	281	225	166	120	48	72	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16								
1328	628	538	493	448	386	344	317	305	249	190	144	72	86	14	18	32	48	72	86	14	18	32	48	72	43	67	51	27	34	7	10	16	26	16									
1355	655	565	520	475	393	371	344	332	276	217	171	99	106	178	116	102	84	68	44	17	10	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16			
1362	662	572	527	482	400	378	351	339	283	224	178	106	178	116	102	84	68	44	17	10	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16		
1372	672	582	537	492	410	388	361	349	293	234	188	116	106	178	116	102	84	68	44	17	10	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	
1383	688	598	553	508	426	404	377	365	309	250	204	132	118	100	84	60	33	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16	26	16

57. A great error is committed by the labouring emigrant in asking exorbitant wages on his arrival; he should content himself at first with 3s. or 4s., and take the first employment that offers. The following extract from a Report from the chief Emigration Agent at Quebec, to the Governor-general of Canada, is very important, and should be carefully attended to by emigrants. "The most important measure is, first, to endeavour to undeceive the emigrants in the very erroneous ideas which they almost all entertain as to the remuneration which they will receive for their labour on arrival in this country. Instances occur almost daily of persons who, in their own country, (Ireland) were glad to work for 10d. to 1s. per day, refusing employment here at 3s., and they do not consider that, for the first season, until they become acquainted with the labour of the country, their services are worth little more than one-half to the farmer. Many, to my certain knowledge, have been offered advantageous engagements in this neighbourhood, but refused permanent employment, preferring to proceed in hopes of better wages, but in which very many are disappointed.

58. "Wages, for agricultural labour in the eastern townships, and in almost every section of the western division of the province, are higher than in the neighbourhood of this city (Quebec), or Montreal; six to seven dollars per month is as much as farmers will, or can afford to give to newly arrived emigrants, with board and lodging. Good hands, after a year or so of residence, will generally command from ten to twelve dollars, and found. Labourers who board themselves receive here from twelve to fifteen dollars per month. Day labourers always get 2s. 6d. to 3s., and at this season oftener the latter than the former, but if they possess the means of proceeding further, they will seldom work for this.

59. "It is most desirable to impress on the intending emigrant the necessity of their being in possession of sufficient means to enable them to proceed to where a demand for their labour exists, and it is extremely

difficult, I may say impossible, when from 2000 to 3000, and in some instances 5000 people arrive here in a week, (as was the case this season for several weeks in succession) that employment can immediately be found for all who stand in need

60. "Facilities have occurred this season which were not formerly to be obtained in the neighbourhood of this city (Quebec) and Montreal; viz., immediate employment to all classes of emigrants on the public works and road improvements. This, however, cannot be relied on in future beyond another season."

61. Many emigrants, on arrival at Quebec and Montreal, have not the means to carry them forward, but they find no difficulty in getting work at the coves at Quebec, and are very soon enabled to lay up sufficient to carry them up the country. They should on no account remain in Quebec or Montreal during winter, as they will assuredly have much privation and hardship to contend with. However high the wages may be in the busy season, the winter presents to them a barren field indeed.

62. If the destination of the emigrant is westward of the head of Lake Ontario, he will proceed from Niagara by the Welland Canal to Fort Erie, near the eastern end of Lake Erie, from whence he will find steam conveyance to the western district or the southern portion of the London district, and other parts in the vicinity of Lake St Clair. If intending to settle on the lands of the Canada Company on Lake Huron, or in the vicinity of Lake Simcoe, he will proceed from Kingston to Toronto, as directed in the preceding section, and from the latter place he will find conveyance to the northern and north-western districts. On the other hand, should his object be to settle in the eastern districts, he may have occasion to leave the barges of the Conveying Company before he arrives at Kingston. If bound for Bytown, Grenville, Hull, Horton, or other places on the Ottawa, he will proceed by that river by the ordinary conveyance from Montreal; and, if for Perth or New Lanark, he can go by Bytown or

by Prescott. Those bound for the Newcastle district, should, after leaving Kingston, disembark at Coburgh or Port Hope on Lake Ontario; and, for Seymour, the best route is from Kingston by the Bay of Quinte to the mouth of the river Trent, whence there is a good road of eighteen miles to that place. In a country so rapidly advancing, however, as Canada is, new facilities of conveyance are every season opening up. Wherever his destination may be, therefore, the emigrant should consult the government agent, either at Quebec, Montreal, Bytown, or Kingston, as to the best and cheapest route, and he should carefully note down for his future guidance the information he may receive. If time at all permits, and a short time will suffice, this information should be obtained from the government agent at Quebec; and if the emigrant has no fixed destination, it is of course absolutely necessary that he should, before proceeding farther, get all the information here necessary for his direction. The emigrant should also be careful in listening to the statements of private individuals with whom he may come in contact. He cannot tell the motives from which any advice he may receive flows; and many have been much misled and seriously injured from the ignorance of their informant. The safe course is, in all such matters, to take the disinterested advice of the government agent.

63. And here it is necessary to warn the poorer classes of emigrants against an erroneous impression which was last season, and we fear is yet too prevalent,—that the poor emigrant would, on arrival, be supported and forwarded at government expense to *any section of the province they wish to settle in*. This, however, is not the case. Many sailed last season under this impression, conceiving that if they could only reach Quebec all their wants would be provided for, and that they would be enabled to go to the locality, where, from the previous residence of friends and relations, they wished to settle, without further expense. The consequence of this error was much disappointment to the

poor emigrant, and much unavailing regret. All that the government agent can do under such circumstances, and all that the government undertakes, is to put the emigrant on the way of obtaining employment in the neighbourhood of Quebec, when they must depend on their own industry for their support; or, if employment cannot be obtained there, to assist them in going to situations where he knows it can be obtained, and where labour is wanted. It must be obvious, however, that, under such circumstances, emigrants cannot have their own choice of locality; and they would do well, therefore, at once to put themselves under the direction of the government agent, and be guided by his advice, taking the employment which can be obtained, till they have time to look about them and judge what is best to be done.

64. During a recent season, 663 emigrants from Glasgow and Paisley, chiefly weavers and mechanics, were landed at Quebec, in very poor and destitute circumstances, and depending on immediate employment for the subsistence of themselves and their numerous families. They were members of Emigration Societies; had been enabled to emigrate, partly from the funds raised by these Societies from the contributions of their members, and partly by public subscriptions; and all had left home under the erroneous impression to which we have alluded. Several families, numbering about 60 persons, by the advice of Mr Buchanan, the agent, remained at Quebec, and worked for two or three months on the roads at 2s. 9d. and 3s. per day. They were soon settled on land in the flourishing townships of Leeds and Ireland, about 50 to 60 miles from Quebec, and were then in a fair way, from their own industry, of being *in a few years independent*. "I have," says Mr Buchanan, lately, "the gratification at present to know that their families are above want. Their success has been promoted by some influential Scotch gentlemen in this city, who, seeing their willingness and industry, have assisted them with provisions and a

few other necessities, to enable them to get through the winter." With these exceptions all the others were determined to go up the country, their desire appearing to be to reach Toronto. A few were able to pay for their journey, and others disposed of their effects to procure the means of reaching Montreal, where some obtained employment, but the greater part were forwarded at government expense to Toronto. The natural consequence was, that, after all, these emigrants were unsuccessful. Being mostly weavers, their want of knowledge of agricultural labour rendered them of little or no use to the farmer, and as there were no public works at the time in that section of the province, they found great difficulty in obtaining employment. Mr Buchanan says they were the only emigrants that season who appeared to be unsuccessful. It is to be regretted, too, that their want of success was partly to be attributed to their refusal of the wages offered; although from the nature of their previous employment, and the locality they had selected, they could not expect the wages of a skilful agriculturist. Mr Hawke, the emigrant agent at Kingston, on hearing of their want of employment, visited Coburgh, Port Hope, Toronto, and Hamilton, on the upper part of Lake Ontario, and he reported that many confessed they had refused offers of four and five dollars per month, with their board, as they would not work for such low wages. It certainly would have been for their ultimate advantage had these emigrants been guided by Mr Buchanan, and worked at what offered at Quebec and Montreal, till they had time to look about them; and we would again earnestly advise the emigrant against the folly of remaining a day idle after his arrival, where he has not means for his support; and even where he has, the sooner he engages in some employment, and the less he expends in wandering about, the better for his prospects of ultimate success.

SECTION 16.—ADVICE TO EMIGRANTS,—*Continued.*

Emigrants with Capital—Purchase of Land—Prices—Titles—Cleared Land—Wild Land—Expense of Clearing—Land Offices—Profits on Grazing—Tillage—Expense of Erecting Houses—Wages of Labourers.

65. The following information has been condensed from the answers returned to the queries put by the Commissioners for Emigration, and from other sources, for the use of emigrants possessed of capital, intending to settle upon land in any of the British provinces of North America. The smallest quantity of land sold by government in the Canadas or New Brunswick is 50 acres; but in Upper Canada, town or building lots, and park lots in the neighbourhood of towns, are sold in smaller portions. The smallest quantity which can be purchased from the Canada Company, whose possessions, as already mentioned, lie on Lake Huron, is 100 acres. In Prince Edward's Island, town lots in Georgetown and Princetown, of a quarter of an acre each are sold; pasture lots of eight acres each; and township lands, in lots of 100 acres each. Till lately, the mode of selling crown lands in these provinces was anything but satisfactory—the mode being to have periodical auctions of land, at upset prices; in consequence of which, the emigrant had to wait the occurrence of a sale, and often might find himself outbid in the lot he wanted, when it did occur. This disadvantageous mode of disposing of the crown lands is now discontinued in the Canadas, and land can at once be purchased at certain fixed prices. These necessarily vary in all the provinces, according to locality and soil. In Lower (Eastern) Canada, the price of land in the Ottawa country, and on the south bank of the St Lawrence, to the west of the Kennebec road, is 4*s.* 9*d.* sterling, or 6*s.* currency, per acre, and in other parts of the province, 3*s.* 1*d.* sterling, or 4*s.* currency, per acre. In Upper (Western) Canada, the price of government land is generally 8*s.* currency per acre; clergy reserves are higher, averaging 12*s.* 6*d.*

currency per acre. By the same Act, however, by which the system of selling land by auction was abolished, the price of lands is to be fixed from time to time by the governor and council. The prices may vary, therefore, from what has been stated, but those given will form a guide to intending emigrants, while any change can be easily ascertained. The price charged by the Canada Company, according to Mr Widder, varies from 7*s.* 4*d.* to 35*s.* per acre, for wild land, according to the situation. In New Brunswick, the price also varies according to the situation; but it generally ranges about 3*s.* currency, or 2*s.* 8*d.* sterling, per acre. A considerable rise has, however, taken place in the value of land; in old settlements, remote from lake ports, it has doubled itself in five years; whilst wild lands, in new settlements, near which a railway passes, have been, within the same period, trebled or quadrupled in value. Land adapted for farming, seldom being to be had from land companies, speculators, &c., under 30*s.* an acre; every purchaser is required to become an actual settler.

66. In Western Canada, New Brunswick, and Prince Edward's Island, the validity of titles to lands offered for sale by private individuals, can be easily, and at little expense ascertained, there being registry offices in every county, where all transfers are recorded, and the records in which are open to inspection for a trifling fee. In Eastern Canada, hitherto, this could only be ascertained with considerable difficulty, there having been no regular office for the recording of transfers. This defect will now, however, be in a great measure removed, as registry offices have been instituted in terms of the Registry ordinance of 9th Feb., 1841. Where land, partially cleared and fenced, is purchased, the price in Eastern Canada is about 20*s.* per acre; in Western Canada it may be bought at an advance of from 3*l.* to 4*l.* per acre, on the price of wild land; in New Brunswick, the price varies from 9*s.* to 9*l.* sterling, according to the situation; and in Prince Edward's Island, a farm of 100 acres, one-fourth part

cleared and fenced, will fetch from 150*l.* to 200*l.* Great care should be taken in purchasing cleared lands, that the intending settler does not purchase a farm which is completely *exhausted*. Where an emigrant can afford to purchase land wholly or partially cleared, it is a very good plan, where caution is used, and saves him much labour and inconvenience; but from the careless mode of farming too often pursued, the emigrant, if he does not look well about him, may be most grossly taken in and deceived. The mode adopted with many after clearing land, is to take crop after crop of wheat, until the soil is utterly incapable of supporting vegetable life, and will no longer yield a crop. The proprietor then looks about for new land for himself, and, at the same time, for a purchaser for his old exhausted farm. He easily finds a new comer desirous of cleared land, to whom he sells his for a handsome profit on the original price, and the dupe only finds too late, when he looks in vain for the expected crop in the following autumn, how grievously he has been taken in. No one should buy a cleared farm till he has had it in lease for a year or two; and for a stranger, it is safer to buy wild land, notwithstanding the expense and labour of clearing.

67. The expense of clearing land cannot be precisely stated, as it necessarily varies from circumstances and situation. In Eastern Canada, it is said to average about 2*l.* sterling per acre, but may cost more, according to the nature of the soil and the quality of the wood. In the Western province, it has been estimated at 3*l.*, and from 3*l.* 10*s.* to 4*l.* 10*s.* per acre for clearing and fencing; but in remote and unsettled parts of the province, in consequence of the difficulty of procuring labourers, the cost is necessarily greater than in others. The expense in New Brunswick of cutting and clearing off the trees, leaving the stumps standing, averages 2*l.* 14*s.* to 3*l.* 12*s.* sterling; and in Prince Edward's Island it varies from 2*l.* to 4*l.* per acre. The lands most expensive to clear, are swampy lands, and those covered with heavy timber, such as pine,

hemlock, &c.; which, however, is reckoned the best description of land. The following statements give the cost of clearing twenty acres of heavy timbered land in the London district, in the manner usually adopted in Canada, with an estimate of the value of the crops produced during the first three years after clearing:—

	<i>Dr.</i>			<i>Cr.</i>		
	£	s	d.	£	s	d.
First Year.—Chopping, clearing and fencing 20 acres, so as to leave it fit for sowing, 4 <i>l.</i> per acre,	80	0	0			
Seed, 1½ bushel wheat to the acre, say 30 bushels, 5 <i>s.</i> ,	7	10	0			
Sowing and Dragging at 5 <i>s.</i> per acre,	5	0	0			
Harvesting at 7 <i>s.</i> 6 <i>d.</i> per acre,	7	10	0			
The value of the straw tailing, wheat hulls, &c., on the farm are supposed to be equal to the thrashing and cartage to the barn.						
By 20 bushels of wheat per acre, 400 bushels, at 3 <i>s.</i> 9 <i>d.</i> ,				75	0	0
Second Year.—To timothy and clover seed at 2 <i>s.</i> 6 <i>d.</i> per acre,	2	10	0			
Mowing and taking off hay at 7 <i>s.</i> 6 <i>d.</i> per acre,	7	10	0			
By 1½ ton per acre of hay at 6 dollars per ton,				45	0	0
Third Year.—To mowing and taking off the hay at 7 <i>s.</i> 6 <i>d.</i> per acre,	7	10	0			
By 1½ ton per acre of hay, at 6 dollars per ton,				45	0	0
Balance,	47	10	0			
	165	0	0	165	0	0
By balance brought down,				£47	10	0

68. The same quantity of land cleared by slashing:—

	<i>Dr.</i>			<i>Cr.</i>		
	£	s.	d.	£	s.	d.
FIRST YEAR. — Slashing 20 acres, at 4 dollars per acre, 20 0 0	20	0	0			
This is to be allowed to lie three years.						
Interest on 20 $\frac{1}{2}$ for three years at 6 per cent.,	3	12	0			
Burning, clearing, and fencing, at 8 dollars per acre, 40 0 0	40	0	0			
Ploughing twice at 15s. per acre, 7s. 6d. each time, 15 0 0	15	0	0			
Dragging and seed,	12	10	0			
Harvesting,	7	10	0			
By 25 bushels wheat to the acre, 500 bushels, at 3s. 9d.,				98	15	0
SECOND YEAR of Cultivation.—						
Ploughing once, at 7s. 6d., 7 10 0	7	10	0			
Sowing and dragging, at 5s., 5 0 0	5	0	0			
Seed, 11 $\frac{1}{2}$ bushels rye per acre, at 3s. 9d.,	5	12	6			
Harvesting,	7	10	0			
By 20 bushels rye per acre 3s. 9d. Rye in Zorra always brings an equal price with wheat for distilling, but say, to be quite certain, 3s. 1 $\frac{1}{2}$ d.,				62	10	0
THIRD YEAR. — To timothy and clover seed, at 2s. 6d. per acre,	2	10	0			
Mowing and taking off hay, at 7s. 6d.	7	10	0			
By 1 $\frac{1}{4}$ ton of hay per acre, at 6 dollars per ton,				45	0	0
Balance,	67	6	0			
	201	5	0	201	0	0
By balance brought down,				£66	6	0

69. On his arrival, the emigrant can at once ascertain, by application at the proper office, what crown lands are surveyed and open for sale. Lists and plans are kept in the offices of the crown land commissioners, and also of the surveyor-general. Crown lands open for sale in Canada, are, besides, regularly advertised in the *Gazette*. The Canada Company issue printed lists, from time to time, of their lands on sale. The Provincial Government, we find, have lately laid out three great lines of road, and opened for settlement the lands through which these lines pass. 1. The Ottawa and Opeongo Road runs east and west, and will eventually extend 171 miles in length, so as to connect the Ottawa River with Lake Huron. 2. The Addington Road runs north and south, 60 miles from its starting point in Addington County, until its intersection with the Opeongo Road. And 3d. The Hastings Road runs 74 miles, nearly parallel to the Addington Road, and connects also the County of Hastings with the Ottawa and Opeongo Road. In order to facilitate the settlement of this part of Canada, the government therefore authorise FREE GRANTS of land along these roads, of not exceeding 100 acres each, on condition—1st, That the settler is 18 years old; 2d, That he take possession within one month; 3d, That he put into a state of cultivation 12 acres of land in the course of 4 years; and 4th, That he build a log-house 20 feet by 18, and reside on the lot. Families may reside together on a single lot, however, although the several members may have had land allotted them, as they will, in that case, be exempt from building on each individual lot. Non-fulfilment of the conditions will cause immediate forfeiture of the land. These lands are of excellent quality, well adapted for husbandry from soil and climate, and the government have several million acres more for disposal to intending settlers at from 10d. to 4s. per acre. In Canada, the crown reserves the right of making roads, bridges, and erecting buildings for military purposes, but must indemnify

the proprietor for land taken from him. Gold and silver mines are also reserved, with the right of working them, and all white pine timber, but the latter right is never enforced. In New Brunswick and Prince Edward's Island, all precious metals and all coal are reserved to the crown. There are no government taxes in Canada, nor any impost except local taxes, applicable to the general purposes of the district in which the land is situated. These amount to *5s. 5d.* per annum on each 200 acres of wild land, and *1d.* per acre per annum for cleared land. In the other provinces there are no taxes but those made from time to time for local purposes.

70. In purchasing land from government, they give considerable accommodation regarding payment of the price where this is required. One instalment being paid down, three years are given for payment of the balance—an instalment being paid yearly with interest at six per cent. Even should the settler be unable to fulfil this contract when due, government is seldom urgent for some time; but the sooner he is enabled to get his land cleared of the burden, and his title completed, the better. The Canada Company give four years for payment of the price of land purchased from them—that is in five instalments, one paid down, and the other four at intervals of twelve months. Neither will they be over urgent on an industrious settler, if the interest is regularly paid, but will give a little additional time if circumstances should render it necessary. It is extremely dangerous, however, to purchase land, payable by instalments, from a land dealer. The settler may rest assured that if his instalments are not paid when due, he will be turned out, losing all the money he has paid as well as his labour. There are too many land-jobbers in Canada who make a trade of getting emigrants into their power in this way, and turning them out of the land after draining them of all they possess. As a safe rule, the emigrant who purchases from a private individual, should pay the price in full at once, and get his title. If he is

unable to do this, let him have nothing to do with the land. Indeed, it is extremely dangerous for a settler to get into debt at all in Canada, and we advise him never on any account to take credit from a store. A poor land-owner will readily obtain credit from the store-keeper, but it is almost certain ruin to accept it. By the laws of the country, a creditor can attach land for the amount of his claim however small it may be; and as cash may not be easily raised at a moment's notice, the settler may be speedily stripped of all he possesses, and the store-keeper become the owner of the spot on which he had hoped that he and his family would have become independent. Prudent settlers will suffer almost any privation rather than run the risk which getting in debt to a store-keeper entails.

71. In Upper Canada there are no farms exclusively devoted either to tillage or to grazing cattle. Generally speaking, in the older clearings the greater portion of the farm is under grass, &c., to provide food for the cattle during winter. On new farms on which the clearings are not extensive, the greater part is in tillage; the farmer usually first raising such crops as he may require for his own consumption, or that will meet with a ready sale. In Lower Canada the greatest proportion in the Seigniories is under tillage—in the townships in pasture. Throughout the eastern townships of this province grazing is very general, because it affords the easiest method of sending farm produce to market under the present means of communication, and as avoiding the heavy expense of labour. In Prince Edward's Island the great proportion of the land is in tillage, the properties of the soil being considered better fitted for that species of husbandry than for grazing. In New Brunswick there are no farms where grazing is exclusively pursued; but in many situations a great proportion of the land is appropriated to the growing of hay; and after the hay harvest the cattle are turned on the meadow land. The present mode of farming adopted in Upper Canada being very imperfect, and grazing exclu-

sively having never been tried, it is not easy to speak as to the comparative profits of tillage and grazing. Many farmers, however, are of opinion that the advantages of the latter are not sufficiently understood or appreciated, and recommend its adoption. There can be little doubt, that one effect of the present British tariff will be to increase the quantity of land kept in grass or green crop, and to encourage the rearing and feeding of cattle.

72. Mr Widder, one of the commissioners of the Canada Company, has furnished the following statements of the profits upon grazing, which he gives on the authority of a respectable and intelligent individual residing at Zorra. The value of stock in that township is as follows:—

“ Sheep (store), after shearing, 10*s.* a piece; working cattle, per yoke, 50 to 60 dollars; year-old hogs, 12*s.* 6*d.* to 15*s.* each; horses, from 30*l.* to 40*l.* the span; cows, 16 to 20 dollars each. It appears that stock farms are much more profitable than merely grain farms, on account of the great increase in the value of cattle. In the first three or four years the following is a fair statement of what may be done with them. In the fall of the year ox-calves, calved in the spring, may be purchased for 20*s.* currency per head; generally at something less. The next autumn the same calves are worth 40*s.* each. The succeeding autumn, when two and a-half years old, they are worth 80*s.* each, and the spring following are fit to break in, and then are worth 5*l.* each, or 10*l.* per yoke. The stock farmer should not keep them longer, as they will not continue to increase in the same proportion. Heifer calves are equally profitable to keep.” The profits on tillage we have shown in p. 63. “ The profits on grazing,” Mr Widder says, “ are very considerable ;” the demands for cattle for the use of the colony cannot be supplied except by importations from the United States, where considerable numbers of sheep are raised for the wool. In the Huron tract, and Wilmot, the pasture afforded to the

cattle in the woods is so excellent, that without any assistance they get remarkably fat, and fit for slaying. In Wilmot, the Huron, and Waterloo, the number of sheep is much on the increase, and large flocks are seen. In Waterloo, several fulling mills are erected, and large quantities of woollen yarn spun by the women and children, which is made into a durable flannel, stockings, and coatings.

73. It is not usual to take farms on lease in Canada, land being so cheap that farmers generally prefer purchasing land to renting it. In the Upper Province, rent, when paid in cash, is from 10*s.* to 20*s.* per acre, for good cleared and fenced farms, having the necessary buildings, and near a principal market; and from 5*s.* to 10*s.* per acre, for land farther back and more removed from a market. The most common mode of letting land, however, is "farming on shares," the proprietor receiving either one-half, or generally one-third, of the produce, without reference to the cost of production. The system of leasing by government having been found inconvenient, has been discontinued for some years. Where land is let in the Lower Province, it is generally on condition of receiving half the produce, the proprietor supplying half the seed, and all the implements and stock. Land, in the wild state, is let in Prince Edward's Island on lease for from 40 to 999 years. The latter is most common at an annual rent of 1*s.* to 2*s.* per acre, with the option of purchasing the freehold at 20 years' purchase. The tenant or settler is always at the cost of clearing the land. In New Brunswick land is usually let on short lease, from 3 to 5 years, sometimes for a money rent, but generally upon shares of half the produce. The erection of a good log-house costs, in Upper Canada, from 35*l.* to 60*l.*; a frame-house, about 90*l.*; barn and stables, from 30*l.* to 40*l.* Stables for three horses, including sheds for cattle, 30*l.* Many houses, however, occupied by farmers of the country, cost much less. The Dutch farmers attend more to the comfort of their cattle than that of their families, and

their barns and sheds are their first consideration. Their dwelling-houses are quite out of character with their offices. In Lower Canada the house costs about 20*l.* sterling, the barn about 20*l.*, and the stable about 10*l.* In New Brunswick a comfortable frame-house costs from 150*l.* to 200*l.* currency, (135*l.* to 180*l.* sterling); a frame-barn from 30*l.* to 50*l.* currency, (27*l.* to 45*l.* sterling). In Prince Edward's Island a suitable house for a small farmer may be built for 120*l.*, a barn for 40*l.*, and a stable for 3 horses, for 25*l.* sterling. The usual rate of wages paid to a labourer, is, in Upper Canada, from 25*l.* to 30*l.* per annum, from 2*l.* to 2*l.* 10*s.* per month, and 2*s.* to 3*s.* per day, with board and lodging. During harvest from 4*s.* 6*d.* to 5*s.*, with board and lodging. in Lower Canada the wages are rather less. The wages of a labourer in New Brunswick average about 21*l.* 12*s.* sterling per annum, or 36*s.* sterling per month, with board and lodging. Day labourers, without board, 2*s.* 8*d.* sterling per day, but in harvest 3*s.* 7*d.* sterling. In Prince Edward's Island, with board, 16*l.* to 18*l.* per annum, 30*s.* to 40*s.* per month, and 2*s.* per day.

74. We are unable to state of our own knowledge, nor although we have taken some trouble in the matter, have we been able to ascertain precisely the rate of profit on farming operations in Canada. In the answers to the queries by the Emigration Commissioners, it is calculated at 30 per cent. on the capital laid out. No data, however, are given from which the correctness of the estimate can be ascertained. It seems quite sufficient for the emigrant, however, to know that farming, if conducted with prudence and industry, is uniformly successful. An industrious farmer is sure of securing a comfortable living, particularly if he has sons and daughters to assist him in his labours in the field. The instances of farmers are numerous who commenced with very limited means, and who are now independent. The same observations apply to the other British provinces. There is

one agricultural product for which the soil and climate of Upper Canada are well adapted, and which, although important in a national point of view, has been hitherto neglected. This is the cultivation of hemp. There is a great deal of rich land in alluvial bottoms or valleys, which is too strong for the growth of wheat in the first instance, but which, after a crop or two of hemp, would be well fitted for grain crops. In remote districts hemp would be a much more profitable crop than wheat, as it is more valuable in proportion to its weight, and would cost, as a matter of course, less in the carriage to a market. The great want for this crop is a mill for its preparation. It would, therefore, be highly advisable, where the land is fitted for the growth of hemp, that a number of neighbouring settlers should join in the erection of a mill, and enter into an agreement, each to raise a certain quantity of hemp. The profit would be certain, and the advantage national in rendering Great Britain more independent for this staple article, of the northern nations of Europe. Flax would also be a profitable article for cultivation, but there is not we believe a single flax mill in the province. Hitherto all that has been cultivated has been dressed and used for domestic purposes in the family of the grower.

SECTION 17.—ADVICE TO EMIGRANTS,—*Continued.*

75. For the information of emigrants of the labouring class, we have also condensed the following information from the queries already alluded to, adding what we consider useful from our own and other sources. In emigrating to the Canadas, or New Brunswick, it is not considered desirable that the labourer should take with him any implements for the ordinary occupation or clearing of land. All such implements can be purchased in the colony, and any advance on the price is balanced by the expense and trouble of carriage. Besides, after arrival in the colony, the emigrant knows exactly what he will require, and

can purchase them better adapted for the purposes required than he can do in this country. In emigrating to Prince Edward's Island, however, spades, shovels, West India hoes, and scythes, will be found useful. For convenience of carriage, we would advise the iron part alone of these articles to be taken out. Artisans, on the other hand, should take with them the tools of their trade, which they already have in their possession, where these are not too bulky; and, indeed, carpenters have been disappointed in getting work in Lower Canada from not having their tools with them. But all such tools can be purchased in the colonies at no great advance of price.

76. It is advisable that emigrants should take out bedding, and warm blankets, to all the colonies, particularly if they leave home late in the season. Warm clothing is also indispensable, and the labourer and artisan will do well to take out as good a supply as his means will afford. In all the colonies, however, coarse woollen stuffs can be had, made in the country, which, though dearer, are more durable than those made at home. No furniture, or cooking utensils, except what may be required for the voyage, should be taken out. Indeed, as a general rule, the emigrant should be as little encumbered with luggage as possible. Persons with means may, however, after they have selected their farms, or the land on which they intend to settle, bring with them many articles which will be of great convenience. Yet even this is not absolutely necessary, as almost all their wants can be supplied in the provinces at an expense not greatly exceeding the cost at which they could carry them out. In addition to ready made clothing and bedding, persons in circumstances may take out some crockery, saddlery, carpets, &c., which can be procured cheaper and better in Great Britain. But, even of these things, they ought not to take too much, as the freight on bulky articles is high. Furniture, for this reason, should not be taken, and especially by the labourer or artisan.

77. The class of labourers most in demand are those acquainted with agriculture, but all able for out-door labour will find employment. As we have already stated, however, labourers unacquainted with agriculture must not expect such high wages at first as are given to those who are more experienced. Young men without families more readily find employment than married men, as the employer generally provides them in boarding and lodging. Good house servants, especially females, bringing with them satisfactory testimonials as to character, are much in request, and will also quickly find employment. It is not so common in any of the provinces for women to be employed in field labour, as it is in this country. A married labourer must not trust, therefore, to his wife's labour as any assistance, especially in the Canadas. To a certain extent, however, they will find employment during the summer, and children above twelve years of age will readily find some employment during that season. In the western districts of Upper Canada, where tobacco is grown, women and children are regularly employed in weeding and hoeing. During the winter, women can be usefully employed at home, in spinning and preparing wool and flax for home-made cloth, and the children can go to school. When a labourer settles on land of his own, his wife and children can be of use to him in many ways, and will be found of great advantage. Mechanics and artisans of all kinds, except weavers, readily procure employment at their trades. It is difficult to say which are most in request, but if any distinction is made, bricklayers, stonemasons, carpenters and joiners, cabinet-makers, coopers, millwrights, millers, blacksmiths, shoemakers, shipwrights, boat-builders, tanners, tailors, and wheelwrights, are most required. The labourer or artisan will recollect, that all money is calculated in currency, and not in sterling—1s. sterling being equal to 1s. 2½d., or 1s. 3d. currency. His wages, therefore, he will find not really so great as they nominally are. He will soon, however, become accustomed to the dif-

ference. But in the far back and newer settled districts, where money is scarce, wages are often paid in goods, and not in money. When this is the case, he would require to know the prices of the goods in which he is to be paid, as well as the nominal wages, or he may find himself a considerable loser.

78. In Canada there is a capitation tax of 5s. currency on each adult emigrant. All above 14 years are considered adults; and below 14 and above seven, two reckon one adult; under seven, three children are reckoned as one adult. The money raised by this tax is applied, under the direction of the governor, in affording temporary medical attendance and relief to diseased and destitute emigrants on their arrival, and in assisting them to reach the places of their destination. In New Brunswick there is the same tax of 5s. on each adult, two children under 14, three under seven years, or one under 12 months, with its mother, being classed as one adult. The funds thus raised are applied in a similar manner as in Canada. In Prince Edward's Island there is no such tax, and no means of relieving the destitute emigrant. Vessels arriving in Canada, having thirteen or more steerage passengers on board, are required to stop at the quarantine station. The detention, however, does not on an average exceed two days, and healthy emigrants are allowed to proceed immediately after the vessel has been cleared. The expense of the quarantine establishment is borne by government, and convalescents are forwarded to Quebec free of expense. The rules are much the same as in the other colonies. As soon as a vessel with emigrants for Canada arrives at the quarantine station, about thirty-three miles below Quebec, printed hand-bills are circulated on board, informing them where and to whom to apply for information as to their future proceedings, and the government emigration agent boards the vessel as soon as it arrives at Quebec. Every information as to land, where employment is most likely to be had, and mode of transit, can be obtained from him, or will be afford-

ed at the government offices. The emigration agents at present are—at Quebec, A. C. Buchanan, Esq., chief agent; Montreal, A. Conlan, Esq.,; Bytown, George Burke, Esq.,; Kingston, A. MacPherson, Esq., chief agent for Upper Canada; Toronto, A. B. Hawke, Esq.,; Hamilton, T. C. Dixon, Esq.,; and Ottawa, Francis Clemow, Esq. There are also agents for the sale of crown lands on the different districts, who will furnish emigrants with information of the lands for sale. The Canada Company, besides their agent at Toronto, have also one at Quebec, to afford information for emigrants. In New Brunswick, every information will be afforded at the offices of the emigrant agents at St. John's and Fredericton, and also by the committees for emigrant societies. In Prince Edward's Island there is no government agent, but advice is readily afforded by the agents of the proprietors, who reside in Charlotte-town, to the emigrants, as to the best means of obtaining employment.

79. In New Brunswick the expense of a journey from any of the sea-port towns to the neighbouring settlement districts, will not exceed from 18*s.* to 27*s.* sterling, for an individual; and even should he go first to the seat of government, Fredericton, to select land, and then to the situation chosen, the actual travelling expense will not exceed from 1*l.* 16*s.* to 4*l.* 10*s.* sterling. This province is intersected by numerous rivers, and rapidly improving roads, by which the settler can with facility transport himself and his family to the interior of the province. In Prince Edward's Island the emigrant, on landing at Charlotte-town, can go to any part of the colony at a very trifling expense. We have already stated the charges of moving up the country in Canada, from Quebec and Montreal; and we need here only add, that in the lower province a waggon can be hired at the rate of about 3*s.* sterling per cwt. for 50 miles.

80. The following are the present rates of wages given in Canada: common labourers receive 4*s.* to 5*s.* a day, and often more; bricklayers, 7*s.*; smiths,

6s.; bakers, 6s.; butchers, 6s. to 7s.; masons, 6s.; carpenters, 7s.; painters, 6s.; joiners, 6s. to 7s.; domestic female servants, from £12 to £16 per annum. A labourer thus employed, however, learns nothing of the country, or of agricultural occupations, and is much more tempted to give way to intemperate habits. In general, government labourers put up temporary buildings for themselves and their families near the works on which they are employed; but sometimes the contractors of the work provide houses for them. Farm labourers are sometimes hired by the year, but generally by the month, receiving higher wages during the summer months. In none of the provinces is beer the common drink of the labourers, but it is coming more into use in Upper Canada, where it can be had of excellent quality at 1s. per gallon. All farm produce is cheaper in settlements remote from a market, than in the towns, but groceries are proportionally dearer in consequence of the expense of carriage. The expense of erecting a log-hut varies from about 3l. to 10l., depending on the kind of dwelling required. An usual mode of putting up buildings, by small settlers in the country, is to obtain the assistance of all their neighbours, which is called a Bee,—the settler providing provisions and liquor for them while so engaged.

SECTION 18.—ACCOUNTS GIVEN OF THESE PROVINCES
BY SETTLERS.

81. We quote the following from "Memoranda by a Settler in Lower Canada," published in the *Quebec Mercury*. This settler was from Scotland, and emigrated with 300l., his portion of his father's property. His elder brother having the same sum, after visiting Canada, settled in the United States, attracted to the Illinois by the descriptions of the late Mr Birkbeck.

82. "When I reached Montreal, (to this port emigrants should always take their passage, if they possibly can at the same rate as to Quebec, and more is seldom asked), I put my money, which had suffered

but a trifling diminution, into the bank at five per cent. interest, and immediately went out into that part of the country inhabited by English settlers. After travelling about forty miles, through the intricate mazes of Canadian roads, I reached the settlement I was in search of. As it was too late in the season to commence upon land of my own, and as my little capital would have suffered no small diminution had I gone about the country hunting for a farm—a practice as common as it is ruinous—after making some inquiries into the character of the inhabitants among whom my lot had thus accidentally been cast, I attached myself to the family of one of them, a substantial farmer, a native of the country. I did not actually hire myself as a labourer, but, by making myself as useful as I could, was to pay nothing for my board; this was certainly a foolish bargain; but, as I happened to fall into good hands, suffered no loss by my imprudence, for he gave me, in stock and seed-grain, as much as I could have expected, had I stipulated for regular wages.

83. "In the following spring I purchased, in that neighbourhood, a farm of 300 acres, about 50 of which were cleared, with a log hut, as a dwelling-house, and a good frame barn upon it; the price was 300*l.*, 100*l.* of which was paid at the time, and the remainder I was to pay in annual instalments of 50*l.*, with interest after the first year, which was free, at six per cent. This mode of paying for land is very common, and not unfrequently in the end, turns out to be more advantageous to the seller than to the buyer; *as farms so sold, after a year's labour or more in improving them, sometimes revert back to the original proprietor* from the purchaser's inability to complete his payments; when he loses, besides, all he may have paid, such being a general condition of the bargain. I now bought a yoke of oxen for 15*l.* or 60 dollars; three cows for 15*l.*, ten sheep for 5*l.*, and a horse for 17*l.*, several implements of husbandry, some little furniture, a few kitchen and dairy utensils, pigs, poultry, &c.

84. "The first summer was spent in getting in a

little crop, putting up fences, and in clearing up three and a-half acres of woodland, which I sowed with wheat in September, after my earliest crops were saved; the rest of the autumn was occupied with my late oats, potatoes and Indian corn. I then hired another man, and commenced clearing away the underbrush, and as soon as the snow came, I cut the trees down, and into lengths of from twelve to fifteen feet, for piling in heaps to burn; this work by the 10th of April was completed upon about thirty acres, besides several hundreds of rails cut, split, and hauled out of the bush, as the woods are called, as well as my winter and summer fire-wood. The produce of my farm, this year, did not amount to more than was sufficient to pay its own expenses, and keep me and my family, until the following harvest, nor hardly as much, as I had some provisions to buy.

85. "In the spring I began to feel rather uneasy about my prospects, my money wasting away very fast; I had only about 50% left, and still owed more than three times that sum for my farm; and the thirty acres, my chief dependence for a crop, looked like any thing rather than producing one; covered as it was so thickly with felled timber and heaps of brushwood, as to preclude the possibility of passing through it; and to add to my apprehensions, the rain fell in torrents for nearly a fortnight, soaking it so completely that I thought it would never dry again, not at least, in time to be burnt over for a crop; and to perplex me still more, my horse died, and two of my sheep were killed by the bears or wolves, or perhaps by my neighbours' dogs; but what annoyed me more than all these,—perhaps because it was the last misfortune that befell me, or probably because we are most apt to be distressed at trifles,—a ravenous old sow that I had, getting into the place where my goslings were kept, and crushing them all up. I immediately went to my old friend, the farmer I have mentioned, and laid before him all my misfortunes. The whole family felt due commiseration for my distresses; but when I mentioned

my last, the old man said I was rightly served, as I could not expect better luck, without a wife to look after such things. He might, possibly, I thought afterwards, have been in earnest, for he had a daughter that he would naturally like to see married in the neighbourhood; be that as it may, in less than three months, I had some one to take better care of my next brood of goslings; but before this important event took place, the weather cleared up, and my prospects brightened with the brightening sun, as it shed its scorching rays upon my *Slash*,—as the timber I had cut down, is here significantly called,—for it was soon dry, when I set fire to it, and had an excellent burn. All the brushwood and branches, as well as the scurf, formed by the accumulation of leaves, small roots, and weeds, were completely consumed, and nothing left but the heavy timber. I then planted Indian corn among these logs on about twenty acres of it; half of the remaining ten acres—for it will be remembered that there were thirty in all—I cleared for oats and spring wheat, the latter of which was sown before planting the Indian corn, and the other half I left to be cleared for fall wheat.

86. "Other crops upon the old cleared land, though of little consequence compared with those in the new, were all well got in, and while they were growing I commenced clearing up the five acres for wheat, in which work I spent the remains of my last 50%, depending upon the sale of my produce, together with some potash I had made, and intended to make, to meet my next instalment, which would become due in the following spring; and in order to subject myself to as little risk as possible, and my mind to the less anxiety, I turned my oxen into good feed, (after my wheat was sown in the beginning of September), to fatten them for the Montreal market by the latter end of winter; but my crops were good, my potash brought a good price; in short, I succeeded so well in everything, that I was able to purchase another yoke of oxen, in time to get out my fire-wood and fencing timber, before the expiration of the winter.

87. "In the midst of all my difficulties and distresses, I received the following letter from my brother, who had settled at Carlisle, in the Illinois State, which tended, as may well be supposed, not a little to increase them.

'My dear Brother,—Your letter of last March only reached me about three months ago; I am extremely sorry to learn from it that you have purchased a farm, but sell it again immediately, at almost any sacrifice, and come here, where you can get as much land as you like, and of the very best quality, for a mere nothing, and what is better still, perfectly free from wood. We can raise upon it, without any other expense than fencing and ploughing, upwards of one hundred bushels of Indian corn to the acre; the climate is rather too warm for wheat, though we do raise it in small quantities; but grazing is our chief dependence. I have already upwards of one hundred head of cattle, which did not cost me much more than half as many pounds. The climate is not so unhealthy as your fears have made it. Europeans, generally, however, are subject, on their arrival, to slight attacks of ague and intermittent fevers. And in order that you may not be disappointed, if you should come, I will give you a faithful account of the few disadvantages we labour under, which you can balance against those of the country you now live in. The price of farming produce is certainly rather low, while clothing and what you have to buy is very dear; but then an economical farmer will make his own clothes, and live within himself as much as possible. Labour is also very high; indeed, such are the facilities for a man to set up the farming business himself, it is hardly to be had at any price. We have also some few taxes, but where is the country without them?

'You have certainly one great advantage over us, in having a church in your neighbourhood, as we are, in this respect, totally destitute, and the demoralized state of society, I confess, is dreadful; but, recollect, we have none of the severities of your hyperborean

climate to contend with; and if our produce fetch but a small price, it costs but little to raise it, and the market is at our doors, for we find a ready sale for everything, in the vessels as they descend the river to New Orleans; therefore, sell everything and come.

‘I have written for Henry, in Ohio, and James, in Upper Canada, and have little doubt but they will also come, as they both seem a little dissatisfied with the part of the country they have settled in. I rejoice in the prospect of our being again united and living comfortably together in this fruitful and happy country; in the full anticipation of so desirable an object, I am, &c.,

‘GEORGE W——.’

“What a paradise, I said to myself, and what a fool I was to be so stubbornly bent upon coming to this miserable country; and, had I met with a purchaser, at almost any sacrifice, I should certainly have taken my brother’s advice, had there not been circumstances that prevented me from exerting myself to accomplish an object otherwise apparently so desirable.

88. “Shortly after this eventful period in my little history, I was informed that two of my brothers, Robert and Edward, who were also in the far west, had died of those diseases, which George mentioned in his letter, and, that I may not subject myself to the imputation of putting a construction upon it, twisted into accordance with the change in my opinions—I must give his own practical illustration, which I received from him five years afterwards, in the following letter from the same place:—

‘My dear Brother,—I have not written to you now for a long time, sorrow, and sickness, and misery, and disappointment, must plead my excuse; and as they must have formed the only subject of my letters, you may the less regret my silence. Indeed, I could not find in my heart to mar, with a detail of my own sufferings, so much comfort and happiness as seem to have fallen to your envied lot: my continued silence

should still have saved you from the painful commiseration I know you will feel for me, had not the thought struck me that you might possibly be able to find some one in your neighbourhood who would exchange farms, &c., with me here, if the rage for coming to this fine country has reached you, of which I make little doubt, as it seems to have reached everywhere.

‘If I cannot dispose of my property in some such way (selling it is out of the question), I am doomed, I was going to say, to live in this country, but rather to die—I have had more than a hint of this during the summer—I have suffered dreadfully—you would hardly know me—I am literally and really an old man—but this is not all—my farm has been totally neglected, as I could do nothing, and hiring being impracticable; I have consequently no crops, no hay saved for my cattle, of which I have more than 150 head; and I cannot sell them, not even at 10s. a-piece—bread corn I can get for my own consumption, as much as I want for nothing, as everybody who has not been sick all summer like myself, have more than they can sell, even at 7½d. a bushel, I mean, of course, in the ear. Last year, when it was a little more saleable, I had to give fifteen bushels for common cotton cloth, enough to make a shirt. We have no money in the country, and our bank notes but ill supply its place; some of them are at 75 per cent. discount, while others will not even pay a hopeless debt. I offered three bushels of Indian corn to the postmaster in payment of the postage of your last letter, which he refused to take, and I had to pay him 1s. 3d. in hard cash. I was at first entirely carried away with the fruitfulness of the country, the fineness of its soil, the cheapness of land, cattle, &c., as all Europeans are, without duly considering that they must also sell at such low prices; but the difficulty of selling at all is the principal obstacle.

‘I have lately heard from Henry, in the Ohio country, who had just returned from a visit to James in Upper Canada; they both complain of the un-

healthiness of the climate, the want of markets, and the high price of labour. I have often wished to hear from you a detailed account of all the circumstances that led you to make choice of so happy a country, maugre all the prejudices prevailing against it.

‘I am, &c.,

‘G. W.’

89. ‘I am fully aware that there is a very different opinion so generally prevailing as to become, (as my brother terms it) a rage, and people with such a bias, previously entertained, may fancy, on a cursory view of the last letter, which I consider conclusive, that it is only the ebullition of a mind struggling under disappointment, and sinking under bodily disease; but let them compare this letter with the former one, and they will find the principal facts mentioned in each, exactly to correspond; viz., the high price of labour, and the low price of farming produce, besides, even the first letter appears to me, and I do not think I judge too unfavourably, to give a clear and comprehensive, although a succinct account of the country, as adapted to farming purposes, evidently framed under a predisposition to view everything in the most favourable light. Still, he does look at everything, but miscalculates the chances against the fulfilment of his almost unbounded hopes, and the accomplishment of his exaggerated expectations. In his second letter, admitting that he was equally predisposed to look at everything in the most unfavourable point of view; still again he does look at everything. The same data are given in both, from which very different deductions are drawn—as different as practical ones are from theoretical in a variety of other causes; and in none is this difference more manifest, or more frequent than when applied to farming, or settling in America.

90. “At the time I received my brother’s last letter, I could not help comparing my circumstances with his; not only as they then were, but as they would have been, had all the fine expectations in his

former one been realized. We had a church, and a church of England clergyman, in the settlement—not that every settlement has one, though few are destitute of the labours of a minister of some persuasion or other; *and I would strenuously advise all well disposed emigrants not to overlook this circumstance in deciding upon their location.* Few there are, if any, who come to this country, having never been so situated as to be unable to attend the public worship of God, however negligent they may have been in availing themselves of the privilege, that would not feel most poignantly if they were deprived of the opportunity; nor would they see, without some annoyance, so little respect paid to that day, set apart for relaxation and rest from the cares and labours of life, even admitting they forgot the nobler purpose for which it was intended, and to which it ought to be devoted, because it would at least be a constant witness to him, on its weekly return, that he was, if not a houseless exile, a stranger, in a strange land. Every emigrant may feel assured, that however anxious he may be to leave his native country, and however much it may be to his advantage to do so, he will retain a painful recollection of it to the latest hour of his existence; no one brought up in a country like England, where such order and regularity prevail, can form any idea of the demoralized state of society in many portions of the United States, whereas the part of the country where I had located myself, might challenge the whole world for its superior in orderliness and morality.

91. “My brother mentions, as a disadvantage, some few taxes; I never heard from him a detailed account of these taxes, but I can give one from my other brother, in the state of Ohio, where they are lower than in almost any other portion of the Union. There is first a tax for the support of the United or General Government, then a state tax, and a town tax, exclusive of the road duty, which must be a tax everywhere; besides which, he cannot well avoid paying something towards the salaries of the minister

and schoolmaster, amounting, without the last, to about one per cent. upon his whole property, or two shillings in the pound upon his annual income, supposing his property brings him ten per cent. upon his outlay. I leave it to the emigrant himself to compare this with the taxes he pays at home. In Upper Canada the taxes are much lighter; but in Lower Canada, the case is very different. At this moment I have increased my property, by care and industry, under the blessing of an overruling Providence, about ninefold, as I consider it worth little less than 3,000*l*.—and I might have made it much more, if I had not remitted in my exertions to increase it, and indulged in more of the comforts and luxuries of life than were absolutely necessary; yet in all the course of my progress to wealth and independence, I never paid one farthing neither of direct taxes, nor to ministers' nor schoolmasters' salaries, which are provided for from other sources, and all the indirect taxes would hardly amount to a moiety of what is thus paid by the inhabitants of any other civilized country upon earth."

92. The following extract is from a letter from Matthew Houston, a Paisley weaver, who emigrated to Canada several years ago. It is dated Carlton Place, Beckwith, Upper Canada, and addressed to James Houston, weaver, 24, Queen-street, Paisley:—

"I am very sorry to hear of your distress at home—so many going idle, and have no work to do. We may be thankful that we have left the place and have come here. We have all plenty of work to do here. I agreed to work at the oat-mill for the winter; my wages, are 10*s*. per week for board, and 8 dollars per month. I am to act as foreman of the mill. My wages run to 19*s*. 6*d*. per week, by the spring it will rise to 11 or 12 dollars per month, and no outlaid money out of it. My house rent is 5*s*. per month. I do not *rue* (regret) of coming to this country as yet. The people who are settled in this place for some time are quite happy. They have all plenty of work and

plenty of provisions. For my part, we have three months' provisions on hand, and we know of more when we need them. You may know the state we were in when we left you—we had neither meat nor money, but we have plenty of everything that we need at present. How long it may last we do not know; but I am not afraid of dull trade as long as I am here. The provisions run not so high as at home. Butcher's meat is 2d. to 3d. per pound, pork runs to 2d. per pound, gunpowder tea is 5s. per pound, flour is 30s. to 35s. per barrel, or 200 lbs., tobacco is 1s. 2d. to 1s. 8d. per pound, sugar 7d. per pound, butter 6½d. per pound, cheese 7d. per pound, potatoes 10d. per bushel. Boots are dear—my boots cost 18s. 9d., Anne's cost 12s. 6d., James's 16s. If we had been in Paisley, however, we would not have had them at all. Magdalen and James are out at country work, and are doing well."

93. The following letter of a Canadian emigrant, from the parish of Beith, in Ayrshire, we extract from the *Ayr Advertiser* :—

"We had an excellent, I may say pleasant, passage of thirty-three days to New York, whence we sailed up the Hudson to Albany. About thirty miles further, I left my family at the house of Mr James Holms, from Beith, and set out on a tour to the west, resolving to have a view of those fine prairie lands described by Stewart and others in such a flattering way. I travelled by the Erie Canal, passing through many thriving towns to Buffalo. This is also a busy place, and rising fast. From thence I took a steam-boat to Cleveland, in Ohio, and travelled through that state, sometimes on the canal to the Ohio river. On my route, I saw some excellent land and fine thriving towns; but the land where I travelled, in a general way was rather broken and rather poor, and apparently not very good for wheat, but good pasture, and in general the cattle were good. Saw some places there that pleased me well; but they were rather dear for me to purchase, rating from 30 to 100 dollars per acre. On



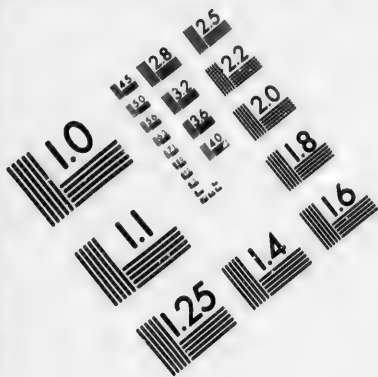
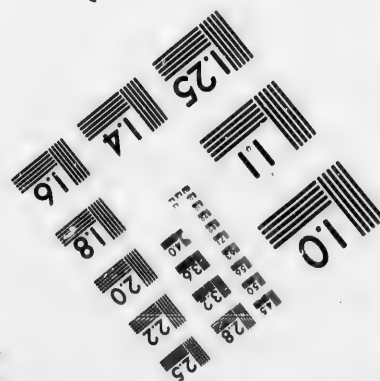
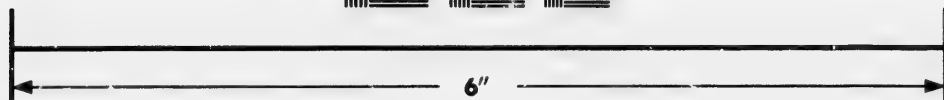
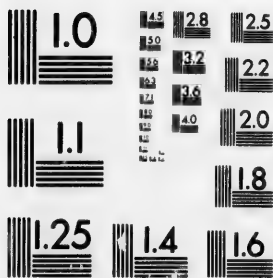


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arriving at the Ohio river, took a steam-boat for Cincinnati, which is a fine city, and rising fast. From thence sailed down the river for Louisville, the prettiest little city I have seen in America; but the curse of slavery is there. . . . From thence sailed for St Louis, in Missouri, on the banks of the Ohio and Mississippi rivers. The land is very rich, but the people look unhealthy; and I found that bilious fever and ague prevail in those flat places a good deal. St Louis is an excellent city for business, but inhabited by a rough people. I was much disgusted with the practice that generally prevails in these slaveholding states, of carrying what are called *bowie knives*; and it is not at all uncommon that fights take place, and people are killed. The common people wear those knives in a sheath at their side. They are like those used by fleshers, but rather sharper at the point. Those carried by gentlemen are similar to pocket knives, and have a blade about six inches long, which, when opened, will not shut without pressing a spring on the back. From St Louis I sailed up the Mississippi, passing the mouth of the Missouri and Illinois rivers and the city of Alton, which stands on a rugged limestone height, or bluff, as they are called, on the Illinois side of the river, and near the mouth of it. Alton is increasing rapidly. Numbers of the houses are built of stone, which is not the case in many places I have seen in America, where they are generally built either of brick or wood. I kept sailing up the Mississippi upwards of a hundred miles farther, and then travelled across the state of Illinois a considerable distance. The quality of the soil, and the general appearance of the country, pleased me much, except in places where the land is flat and swampy, which is often the case near rivers; and, in general, so far as I travelled in Illinois, the land is rather level; but still these prairies were inviting to the eye of people accustomed to live in an open country. Wages for workmen of all kinds are very high, and people may get a living with the half of the labour they will do in

Scotland. In the neighbourhood of Jacksonville, fine land in cultivation could have been got, for from six to ten dollars an acre. The principal crops raised in these western states, so far as I travelled, were Indian corn, some oats, and a little wheat now and then. Potatoes also grow well; but the farmers depend most on cattle, hogs, and corn. Some of the farmers have several hundred hogs, part of which they fatten with corn in the fall, and dispose of for slaughtering. I had the offer of an excellent farm of 600 acres, for six dollars an acre, 400 acres of it prairie, and the rest woodland—250 acres of it fenced and improved, and situated in a good place for markets, being not more than twelve miles from the Illinois river, and about the same distance from a town of considerable extent; but the sickly appearance of the people frightened me. They appeared either to be indolent, or unable to labour, and, so far as I saw in these new countries, they had a very bilious appearance; and from what I have since learned from people that have resided in them for some time, my conjectures were right. Although I cannot say that Stewart has exaggerated the beauty of the country and goodness of the land, he has not told all the truth—he has not alluded in the way he ought to the sickliness of the country. Fever and ague prevailed to a considerable extent in Illinois last fall, so much so that the medicines used for the cure of the disease became scarce, and rose to an enormous price. Stewart gives too favourable an account of the American people. I admit there are many very intelligent, respectable people in the United States; but, generally, the working people I fell in with were haughty, proud, and insolent; and if you asked anything of them, the general answer was, "I don't know," in a manner not to be misunderstood. Considering the unhealthy appearance of the people in the new states, where land could not be got at a price to suit me, and not yet being so much of a republican as to wish to live in a country where the mob govern, I made up my mind to settle in Canada, as I there found the

people and manners more agreeable to me than in most places of the States. On the morning after my arrival at Toronto, I was accosted by Mr John Somerville, from Beith. He kindly invited me to his house, where I was treated in a very friendly way both by Mr and Mrs Somerville. Mr Somerville appears to be getting on well, is a man of good abilities, and well qualified for the situation he fills in the bank. I remained in Canada about ten days. Before leaving it for the States, I saw some fine farms for sale, which would have suited me well, and were selling for two-thirds of their value. Numbers of the people that were disaffected to the government, and suspected of having a share in the rebellion, were anxious to sell their property, and go to the States; but, after all, nothing would satisfy me till I had a better view of the States. I went to Hamilton, from thence to Paris, a distance of about seventy miles, and staid two nights with Dr M'Cosh. I also staid a night with a Mr Dickie; he and his family have 400 acres of good land, and say they have done much better than they could have done in Scotland. On returning to Canada, I got a farm that pleases me very well; although, had I had the sense to have purchased a farm which was offered me when I first arrived in the country, I could have had a property worth 200% more, for the same money I paid for the one I got. Still, we have not much reason to complain. Farms have sold since we came here that would let to pay 10 per cent. interest. The general rate is from two to three dollars of rent per acre for the land cleared on the farm; and if the tenant chooses to clear more of the woodland, he may do so without paying any more rent."

94. We quote the following from a letter written by a settler in the township of Nichol, Upper Canada, to a friend in Scotland, and which appeared in the *Aberdeen Herald*:—

"From the experience of myself and friends, I give my plain candid opinion on this matter, when I say to

the emigrant newly come amongst us, beware of attempting to clear more than you have a rational prospect of finishing in time for the season of sowing or planting. Two acres well cleared are worth five acres indifferently finished; and if you can set about it by the first or second week in July, you may get two acres nearly ready to receive fall wheat. Should you attempt seven acres, unless you have a strong force and plenty of dollars, it is ten to one but you will fail of being ready in time; and if the spring is as backward as I have seen it, you would be too late for cropping them. Now, if you can get two or two and a half acres sown with fall wheat the first autumn you are in the woods, and get half an acre cleared for potatoes by the 15th or 20th of May, which may be quite practicable, and perhaps another half acre cleared for turnips by the 20th of June, I maintain there is a rational prospect of your eating the produce of your own farm during the second year of your settlement, and have as much as bring you to the next crop; but bear in mind that during the first year you must buy in your provisions or work for them. Go on clearing for fall wheat during the summer, and perhaps you may get four or five acres ready by the second autumn; and if you can get the stubble burned off, when your first crop of fall wheat grows, by the 20th or 25th of May: next year you may get in a crop of barley without ploughing, and timothy-grass seed grown along with it, to give you a crop of hay during the third year. If you can get another acre or so cleared for potatoes, you will have some of them to dispose of after supplying yourself; and where turnips and potatoes grew the previous year, you may get spring wheat or oats sown the next. This may be a rational prospect of the fruits of your industry at the end of your third autumn or second harvest, and thus you may begin to feel yourself in a thriving way. This, however, brings me to speak upon the next matter for the emigrant's consideration—live-stock. If he can possibly afford it, he must endeavour to procure a cow to begin

the world with. During the summer months, a cow gets her meat in the forest without costing the owner a farthing for keep; and for the other six months straw and turnips will be advantageous, but tops of trees, felled down for the purpose, seem to be the food they are instinctively inclined to prefer. The last, of course, costs the farmer the trouble of chopping them down, but as he may be engaged doing so for the purpose of clearing, he thus 'kills two dogs with one bone.' Clearing can scarcely be carried on without the assistance of a yoke of oxen; but unless the emigrant can buy food for them, I would not recommend him to purchase these during the first autumn, but rather hire a man and a yoke to assist him when and where necessary; and he may have some more encouragement to buy a yoke during the following year, with the prospect of having some food growing for them. You will understand that I have been writing about the *bush farming*, as it is called, and taking it for granted that I am addressing an intending emigrant who is possessed of a moderate supply of money. In fact, supposing he had a considerable amount with him, still he will be nothing the worse for adopting the plan I have laid down. Were it possible to get a small cleared farm to commence upon, it would perhaps be more advantageous to the emigrant.—I now finish my letter by giving my opinion on the subject as a whole. If a man has firmness, patience, and fortitude, combined with perseverance and prudence, he will in the course of a few years be quite comfortable—I might say independent—even supposing he set himself down in the bush at a considerable distance from neighbours; but if he could get the chance of a farm with four or five acres cleared upon it, I would recommend him to fix upon such in preference to one completely wild, unless he is careless of what sort of neighbours he may be likely to have about him."

95. Extract from a letter dated Sandwich, West-

ern district, Upper Canada, which appeared in the *Inverness Courier* :—

"In this district, after mature consideration, I have finally settled. Having at a very early period been colonized by the French, and since that time vastly improved by its numerous proprietary, it has all the commercial advantages of the mother country, with infinitely greater capabilities of supplying the raw materials. The fertility of our soil is even here proverbial, and our produce superior in quality; so much so, that our wheat is uniformly a shilling ahead of any other. Along the sides of the isthmus on which we are planted, (for with the Lake St Clair on the one hand, and Erie on the other, it almost is such,) there is ready and cheap conveyance by steam; while the Thames, a noble and majestic stream that intersects the interior, opens up the inland parts. Not even a tree is felled in the remotest parts of the country, but may be conveyed by water to market. That of Detroit, on the American side, is flocked to from all parts of the Union and of the British possessions; and, both from the numbers that attend, and the quality of the articles produced, is among the best in the country. There is abundance of woodcocks, snipes, and deer in the district. But what chiefly fixed my determination was the salubrity of the climate, which, compared with that of Lower Canada, and most parts of Upper, is immeasurably superior. We have abundance of room for settlers. Were you to sail down the Thames, for instance, and see the country along its banks studded with cultivated farms, and closely shaded behind with the 'tall trees of nature's growth,' waving their majestic foliage to the breeze of heaven, and seeming to court the hand of man to remove them from the situations in which they have so long flourished untouched; were you to meet the steam-boats as they ply their course upwards—their decks crowded with emigrants, driven perhaps from the land of their fathers, and now come to seek a home 'beyond the

western wave,' you would, as I have often done, heave a sigh for the wretchedness in other climes that here might be relieved—for the starving inmates of many a hovel that here might have 'plenty and to spare.'"

98. Extract from a letter by a clergyman, at Perth, Upper Canada, to a correspondent at Quebec:—

"A great many Scotch bonnets are sold in Perth, U.C. Boys' bonnets sell for about 1s. 3d., and men's from 1s. 8d., to 2s. 6d., according to the size. I am informed, however, that there is reason for supposing that these articles can be imported and sold at a lower rate than they can be manufactured here. Government has no land in the township of Drummond to dispose of, that is worth taking. Land, however, may be bought at any time from private individuals, varying in price according to its distance from the town. As to farming, with a family able and willing to work, your friend may live very comfortably. Without assistance, however, he could not attend both to his business and his farm, and labourers' wages are very high. I do not like to take it upon me to advise your friend either to come here or not to come. There are few people accustomed to comfortable circumstances at home who like this country at first; but most settlers become fond of it after a short residence."

99. Extract from interesting Report, by Mr. Buchanan, the Government Emigration Agent at Quebec:—

"By a report received from the agent at Bytown, which will be seen at page 25 of the Appendix, I beg to direct your Excellency's attention to the favourable and advantageous condition which those emigrants enjoy who have been induced to settle in that highly advantageous (but still to the emigrant imperfectly known) section of the Ottawa country. I consider that no portion of the province possesses greater facilities, or offers more encouragement to the industrious immigrant than the Ottawa river. This being the great lumbering depot of the country, the farmer is certain to find a ready sale and a good market at his door for all the surplus produce he may be able to

raise. To the poor but industrious labourer, it also presents a sure and certain field for employment at all seasons of the year—a most important consideration. The thousands of settlers throughout that section of the country in prosperous circumstances are living proofs of the truth of this fact. It having come to my knowledge that labourers were in demand in this district, I forwarded in the month of October, eleven poor families, in all eighty persons, who had been employed during the summer on the public works; but owing to their large families, could not, living in town, do more than support themselves; and who were desirous of proceeding into the country to seek employment for the winter. I sent on these people to Bytown at government expense, and furnished them with recommendations to influential persons who took an interest in the establishment of immigrants in that part of the province. By the accounts which I have received, all these families who followed the advice given them have done well, having procured immediate employment on their arrival. They are chiefly settled in Clarendon and Litchfield, about 70 miles west of Bytown. Any facilities which government may afford poor immigrants to proceed to settle in the Ottawa country are well bestowed, as they are certain in the course of a year or two, to become permanent occupiers of land. Nor are they likely to be seduced or imposed on by the alluring, though false reports circulated by those who wish to lead them to the United States. And it may be stated here, without fear of contradiction, that every immigrant family settled in this province, after the second year, becomes a consumer of British manufactures to a greater or less extent."

100. Extract of letter from the Emigrant Agent at Bytown, referred to in the above extract:—

"I am in receipt of your favour of the 27th ultimo, requesting information concerning several emigrant families named therein. Accompanying this, I beg leave to transmit a statement showing the places to which they have been forwarded; and although I

can give you no particular information as to the success they have met with, yet I am perfectly satisfied that those who went up the Ottawa river to the places to which they had been previously advised to proceed by yourself, Mr Kerr, and others, could not fail in obtaining immediate employment, provided they used the necessary exertions to procure it. The only obstacle in the way of those who came up latterly, was the lateness of the season at which they arrived : but from the accounts I had from persons resident in the settlements to which most of the families alluded to make their way, I am convinced that they did not suffer from that cause. If similar exertions were made at an earlier period of the season, a great many more could be comfortably provided for in the settlements, on the banks of the Ottawa, above this.

"You could not possibly serve poor emigrants more, (I mean, of course, a reasonable number of them) than by encouraging them to try their fortune up the Ottawa; for in no part of Canada can they have a better, or indeed so favourable an opportunity of speedily bettering their condition, there being in all this section, thousands of settlers in prosperous circumstances, living proofs of the fact. The immense lumber-trade going on, causes wages to be high; and when, after a shorter time than he could accomplish it in any other part of Canada, the emigrant is enabled to settle on land, (which is easily procured, and that of as good quality as any in the province,) he has a market at his door for all the extra produce he can spare, at prices which are nowhere to be exceeded."

101. Letter from William Anderson, one of the members of committee of the Glasgow and Gorbals Emigration Society, who, last year, in company with the members of several other societies, sailed from Clyde in the barque Renfrewshire :—

"DUMFRIES, UPPER CANADA.

"Archd. Edmiston, Esq., Glasgow, N.B.

"Respected Sir,—I deem it now about time to redeem my pledge to you. I would have wrote you

sooner, but I wished to have some little knowledge of the country and manners of the people, so as I could give you my opinion of it. [Here the writer gives a detail of the voyage to Quebec, which we have omitted.] We left Quebec upon the 11th, in a steam-boat to Montreal; we got a free passage, with a little allowance of oatmeal and biscuit. In Montreal, we got some oatmeal and a free passage to Kingston for ourselves, but had to pay 2s. per cwt. for luggage. At Montreal, we got the start of all the other societies, as I put in our list to the government agent early. Those of us that wished up the country made as little stay as possible in the towns. We then got a free passage from Kingston to Toronto, and from that to Hamilton. Here, I and some others left our families, and went out through the country in search of work, and I got engaged in a saw mill at 12 dollars per month, with a free house and a cow, and my own board from my employer, but I soon found out that he was one of the American sneaks that are apt to take the advantage of strangers, and I made no second bargain with him. I then went to hay-cutting and harvesting, with all which I got on tolerably well. Harvesting is all done here by the scythe, and a railing upon the sned, which they call here a cradle. Those who are accustomed to it here can cut down from two to three acres per day with one cradle, and it takes another man to rack and bind it. There are but few old country people that can come up with the people here, at first, at this kind of work, but I was determined not to be beat, and I was able to keep up my part upon the third day. For hay-cutting, a man has 3s. per day, and harvesting 4s. do., with their board from their employer. At the end of harvest, I engaged with a man in this place, to work his saw mill, for 16 dollars per month, and at the end of the first month he spoke to me to stop with him all winter, to which I agreed, but the mill required some repairs after I had been about two months with him, for which time I was at home preparing

firewood for winter, and by doing so I have met with rather a serious accident. As I was one night taking a piece of wood upon my shoulder, my left foot slipped and broke the small bone of my left leg, and splintered the main bone, but although it is not much over two weeks since I got it, I am now able to be out of bed, and I expect to be able to resume my work in a short time. But although this misfortune has happened me, I am in no way badly off, for I have in the house a barrel of flour and a leg of beef, and 20 dollars to lift, so you see I am no way afraid for winter. The system of their saw mills here is one perpendicular saw, 7 feet long, and an 8th and 16th thick. She takes out one-fourth of an inch each cut, and goes with great velocity; only one man attends her, and a fair day's work on a mill is 2000 feet. If a man takes in two logs into a mill here, he gets one cut for the other, or whatever number of logs, he gets the one-half of the boards. Inch boards sell as follows—the best 5s. per 100 feet; coarse from 2s. to 3s. per 100. Now, Sir, I shall give you an account of wages and provisions:—Masons, 5s. per day; wrights, 5s. per day; labourers, 8s. per day; a journeyman blacksmith, 40l. per year; a ploughman, 30l.—a good hand. Tailors and shoemakers make excellent wages, and country weavers can make 5s. per day in the winter. A master blacksmith is the best trade in this country, if well employed. Wheat, 2s. per bushel, and by taking it to the mill we have 40 lb. of flour in return. Potatoes, 1s. per bushel; beef, from 10s. to 14s. per cwt.; pork, 6s. per cwt.; oatmeal, 2s. per 25 lb.—but there is very little of it used in this country; butter, 5d.; eggs, 3d. per dozen; tea, best green, 3s. 6d. and 4s. per lb.; black, 2s. per lb.; sugar, 5d. per lb. Now, Sir, I have given you the above statement in sterling money, as here their money system is not easily understood in this country, for they have currency, cents, and York money, but sterling money a Canadian knows nothing about. The farmers here are complaining of hard times very much, as the pro-

duce is selling very low. I believe it makes work rather scarce to be had, for the farmers do all their cropping most in the winter, and there is but little of it going on in this place this winter. The snow has fallen about a foot deep; the people in this country seem to like it well. They say it is the best time for doing business; they expect it to lie about four months. The place where I live in is within $1\frac{1}{2}$ miles of the village of Galt; this village contains nearly 1000 inhabitants, and seems fast increasing; it is about 70 miles above Toronto, and as we are living upon the road-side, we see the sledges passing every hour in the day most; they have one or two horses in them, and they drive very fast with heavy loads. There is a number more of us around this place. Joseph Dunbar is in a flour mill, and has 210 dollars per year, with a free house, but has no board; Robert Melville has rented a farm at 20 dollars per year; William Buchanan has taken off a lot a few miles above this; John Morrison is in Hamilton Foundry, but he has got 50 acres off in the Queen's Bush, and he and some others is upon the principle of a community; but I think they are best off that can stand in their own shoes; Peter Morrison, blacksmith, was working a little above this, and had a dollar a-day, but nothing else; but his master failed, and he lost 20 dollars by him. For my own part, I have not given myself any concern about land as yet, for I think one is better to learn the customs of the country first, as their mode of working is very different from home; but, however, I have got the offer of a 100 acre lot from a gentleman in this place, with 40 acres cleared on it, and a house and barn, and the frame of a saw mill; it is situate in a fine place for timber. I told him I had no money for such an undertaking; he told me there was no use for money here; that a man must go ahead in this country without money. He said I was the only man for it, seeing I had a family of stout sons, and just to go and commence, and he would credit me. There was likewise a millwright that offered to put the mill in order

for me, and both of them was to take boards for their pay. The whole cost would be about 2200 dollars, but whether I may try it in the spring or not I do not know. Now, I fear I have encroached on your time by this long epistle, but I shall conclude by wishing you a great length of happy days, and a good new year.

“I am your most obedient,

“WILLIAM ANDERSON.”

SECTION 19.—CONCLUSION.—EMIGRATION TO BRITISH AMERICA.

102. WE have little more to say regarding emigration to the British provinces of North America. Sufficient has been stated to show the emigrant whether possessed of capital or not, what he has to expect by removing to these provinces, and especially to Canada. A fine climate and a fertile soil, with complete exemption from taxation, and perfect civil and religious liberty; are before the emigrant in the land of his adoption. It would be improper to conceal, that in some of the low uncleared lands of Canada, fever and ague prevails, but it is unquestionable that this disappears as the land is improved, and that it will ultimately disappear. From the dryness of its climate, Canada notwithstanding the coldness of its winters, is peculiarly free from consumption and all pulmonary complaints; and taking it as a whole, Canada is decidedly more favourable to human health than even Great Britain. That the emigrant, rich or poor, will have difficulties to contend with at first, has been shown; and no one need emigrate to these lands, unless willing to lead a life of labour. But with patience and persevering industry, the result is sure to be a comfortable competency to all—and to many, wealth and independence. “Canada,” says a recent traveller, “has held and always will retain a foremost place in my remembrance. Few Englishmen are prepared to find it what it is. Advancing quietly; old differences settling down, and being fast

forgotten ; public feeling and private enterprise alike in a sound and wholesome state ; nothing of flush or fever in its system, but health and vigour throbbing in its steady pulse : it is full of hope and promise. To me—who had been accustomed to think of it as something left behind in the strides of advancing society, as something neglected and forgotten, slumbering and wasting in its sleep—the demand for labour and the rates of wages ; the busy quays of Montreal ; the vessels taking in their cargoes, and discharging them ; the amount of shipping in the different ports ; the commerce, roads, and public works, all made *to last* ; the respectability and character of the public journals ; and the amount of rational comfort and happiness which honest industry may earn : were very great surprises. The steamboats on the lakes, in their conveniences, cleanliness, and safety ; in the gentlemanly character and bearing of their captains ; and in the politeness and perfect comfort of their social regulations ; are unsurpassed even by the famous Scotch vessels, deservedly so much esteemed at home."

103. From the statistics of the province, recently collected by Mr Fothergill, it appears that Upper Canada now owns as many horses as were to be found in England in the reign of Queen Elizabeth, who ordered a census to be taken, on the prospect of invasion by the Spanish Armada, when all that could be mustered were stated at 56,000 a number much less than Upper Canada can now furnish. This too, it must be remembered, was several hundreds of years after the first struggle of our ancestors ; and Upper Canada scarcely can lay claim to half a century's existence. So that in the short space of fifty years, that infant province, a very giant in its cradle, has an accumulation of agricultural wealth, equal, if not surpassing that of our ancestors, after the toil of some four hundred years, without either famine, pestilence, or murrain amongst cattle, so frequent in the first settlement of England. The field then that this vast, extensive, fertile, near domain, offers for British emigrants is un-

surpassed; and the success which has already followed but a partial colonization is abundant security, how glorious and glowing the results would be from an extensive, well-arranged, judicious, and continued emigration. Many parts of the Newcastle, the Home, the London, and the Western districts, were peopled by the deserving indigent population of the United Kingdom, who, having drawn forth the dormant resources of a noble country, are themselves participators of the blessings they called into existence. In the year 1832, the immigration of Upper Canada was nearly 52,000 persons; and 180,000 acres of land were sold, principally, to actual settlers. The rise of property was very considerable in consequence. More shipping was employed from the parent state—more schooners and steam-boats plied on the lakes and rivers—and the whole country seemed animated with enterprise and occupied with business. And when it is remembered that from the Gulf of the St Lawrence there is nearly 2000 miles of internal navigation, and 6000 miles of frontier—that there are fisheries of incredible value, minerals of every description—the finest arable and grazing land, all courting the skill, enterprise, and industry of Great Britain, it is time that both the government and the people turned their attention more decidedly to this interesting continent.

104. In conclusion, we would recommend the careful consideration of the following extracts from the address of the Irish Emigrant Society of New York, to the people of Ireland, published by them. It is sufficient to read the statement made in this address, to be convinced that emigration to the United States holds out no prospect of superior advantage over emigration to Canada. The melancholy description given of the fate of persons above the class of labourers who aspire to employment in the counting-houses of the merchant, or the office of the lawyer, has no parallel in that province. The emigration even of

labourers to the Atlantic cities is feelingly deprecated. While nothing can be more judicious than the recommendation of the Society that all emigrants should bring with them sufficient means beyond their passage-money, to convey them into the interior, and to locations proper for settlement. The truth as to emigrants being enticed, on promise of finding them employment, to proceed to unhealthy parts of the country, is not disguised in this address. The general results of the emigration to Canada may be appealed to in favourable contrast to the picture presented by the New York Emigration Society. The emigration to that province during the past season has been, generally speaking, highly successful. Few have failed in obtaining employment, and with respect to those who may have so failed, it can only be attributed to their perverseness in not following the advice which they received on landing.

105. "Desirous," says this Society, "of promoting, to the utmost practicable extent, the interests of our emigrating countrymen, we must, at the same time, endeavour to avoid, by timely precaution, any evil consequences which may arise from mistaken or exaggerated conceptions of our capability to serve them. With this view we have determined on laying before you the precise objects of our association, the sphere of duties to which its operations are limited, and such advice, relative to the important subject of emigration, as diligent inquiry, attentive observation, and information, recently received from various parts of the Union, enable us to afford. Ours is entirely a benevolent association. It possesses no property, no influence, except the moral influence arising from the conviction which we trust prevails among our countrymen in America, that our motives are disinterested, and our method of carrying them into execution prudent and hitherto successful. We can only assist the emigrant by advice and information. By advice we are able to protect him against the *imposition*, by

which the unfortunate stranger is frequently plundered of his money, or induced to vest it in some unsafe and tottering business; or enticed away, if a labourer, to some unwholesome spot, where, after a brief career of toil and vain regrets, and unavailing complaint, he falls a victim to the malaria. There is a considerable portion of our countrymen who have no chance of success in the United States of America. This is emphatically the land of labour, and although too many even here eat the bread of idleness, yet their speedy and inevitable fate is contempt, disgrace, and want. Numerous and ingenious indeed are the contrivances by which the indolent and worthless strive to appropriate to themselves the fruits of labour. We allude the more particularly to this subject, in consequence of being obliged to witness for many years past the cruel sufferings and disappointment of hosts of interesting young men, who have been induced to visit these shores without a single qualification for success. Never were persons in a land of strangers so utterly helpless as the persons to whom we allude. Brought up in the lap of comfort, perhaps luxury, in their native country, unable to work, without a trade or any vocation, and completely ignorant of the most ordinary details of business, it is easy to anticipate their fate in the land of labour. Their fate has been in many cases deplorable. Time would fail us in recording the hapless history of the many noble-hearted, well educated, and tenderly reared young men, who, incapable of providing for themselves in this country, have fallen victims to penury in its direst forms. We regret to say that a large class of our countrymen at home, possessing small incomes, and engaged in no regular occupations themselves, bring up their children to no business, habituate them to no pursuit, and indulging the disgraceful prejudice against labour, encourage them in lounging and idleness; and yet they think they provide for them, if they furnish them with an outfit, pay their passage to the United States or the colonies, and give them money enough to last a few

weeks after their arrival. To the friends and parents of such persons, duty compels us to say, that this course is in the highest degree cruel. And not only such would we caution against coming to America, but we would extend the same advice to *clerks, accountants, and copyists*, and all who seek for employment in the *counting-rooms of merchants, or the offices of lawyers*. All such occupations are overstocked. For many years, in consequence of the great stimulus given to trade, there was a constant rush from the agricultural districts to the towns and cities, all striving to avoid the necessity of manual labour; preferring the cares and vexations of a commercial life. Young men in multitudes abandoned their paternal farms where they would have been blessed with healthy independence had they not aspired to the fictitious refinement and wealth of cities. Many obtained situations and became themselves principals in mercantile concerns; but the revulsion came, and while numbers of the former were thrown out of employment, several of the latter were reduced to hopeless bankruptcy. The consequence is, that all commercial places are crowded with young men natives of the United States, entirely destitute of support, and who, when a vacancy offers, are invariably preferred. Many of them now rue the silly ambition that enticed them away from the wholesome and independent avocations of their fathers.

106 In short, we cannot with confidence, advise any persons to remove to America, except labourers, mechanics, and those who, possessing a small capital, and some practical acquaintance with agriculture, are willing to settle in our new states and territories. We would tell all to avoid the Atlantic cities, and to distribute themselves throughout the land. And here we would urge upon all the necessity of providing themselves, before their departure, with something more than the price of their passage and supplies. Thousands continually land entirely penniless, and are at once in a state of destitution; whereas each person should have

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at least 5l. on his arrival to enable him to prosecute his journey to the interior. Immediate application for information and advice should be made at the office of the Society, so that there may not be a moment's unnecessary delay; never considering the journey ended until the point in the country, selected as most suitable to his capacity and circumstances is reached. The condition of the emigrant who remains in the Atlantic cities, is very little if at all improved. He has not the same chance of employment; he is more exposed to the contagion of vicious habits; all the necessaries and comforts of life are fourfold higher than in the country; and he has not the same opportunity of providing respectably for his family. We need not add, that, for all persons, in all occupations, temperance, integrity, and the love of peace, are indispensable, and that the pledge of the National Temperance League stands higher than the best letter of recommendation. It is, at all events, *prima facie* evidence in favour of the emigrant.

*** Since the first edition of this work was printed, the following interesting communication has been received from JOHN KIRKPATRICK, the intelligent Secretary of a party of Emigrants who left Glasgow in May to form a colony for themselves. MR KIRKPATRICK says :—

“ I now write from the land of promise, the land of our hopes and fears. We arrived here yesterday after a passage of seven weeks and a day, safe and sound in body and spirit. . . . We felt the want of fresh provisions, and particularly flour, (of which we had very little,) and fresh meat; our potatoes were done several weeks since, we having to eat them up quickly, as they spoiled on our hand, and we lost about two-thirds of them. I would decidedly advise Emigrants not to bring many of these roots with them; and to follow *the Advice of the Hand-book for Emigrants, published by M^r Phun of Glasgow, in regard to the kind of Provisions to take.* We felt the want sadly of many of the things stated there, as during the whole time we could get no variety, but a fresh cod which we caught on the banks of Newfoundland. . . .

(Signed) JOHN KIRKPATRICK, Sec.”

THE END

APPENDIX.

RAILROAD AND STEAMBOAT ROUTES IN C A N A D A.

(From the *Canada Directory*.)

The Routes under Letters are Main lines, having a direction generally East or West; those under numbers are subsidiary or intermediate. The places in *Italics* can be reached by two or more routes.

A. BY GRAND TRUNK RAILWAY.

From QUEBEC Eastward to—

	Miles		Miles
Point Levi,	1	St. Michel,	31
Chaudière Junction, ..	8	Berthier, (en bas)....	40
St. Henry,	17	St. Thomas,	48
St. Charles,	25		

From QUEBEC Westward to—

Point Levi,	1	Durham,	106
Chaudière,	9	Acton,	118
Craig's Road,	15	Upton,	124
Black River,	20	Britannia Mills,	130
Methot's Mills,	29	St. Hyacinthe,	137
Beaucecour,	41	Soixante,	144
Somerset,	49	St. Hilaire,	150
Stanford,	55	Belœil,	151
Arthabaska,	64	Charons,	162
Warwick,	72	Longueuil,	167
Danville,	84	(Thence by Ferry to Mon-	
Richmond Junction, ..	96	treuil.)	

From MONTREAL Westward to—

Blue Bornot's,	5	Cedars,	29
Pointe Claire,	15	Coteau Landing,	37
St. Amis,	21	River Beaudet,	44
Vaudreuil,	24	Lancaster,	54

APPENDIX.

2

Miles	Miles
<i>Summerstown</i> , 60	<i>Napanee</i> , 199
<i>Cornwall</i> , 68	<i>Tyendinaga</i> , 207
<i>Moulinette</i> , (Mille	<i>Shannonville</i> , 213
<i>Roches</i>), 73	<i>Belleville</i> , 220
<i>Dickinson's Landing</i> , .. 77	<i>Trenton</i> , 232
<i>Aultsville</i> , 84	<i>Brighton</i> , 242
<i>Williamsburg</i> , 92	<i>Colborne</i> , 249
<i>Matilda</i> , (Iroquois) .. 99	<i>Grafton</i> , 256
<i>Edwardsburg</i> , 105	<i>Cobourg</i> , 263
<i>Prescott Junction</i> , 112	<i>Port-Hope</i> , 271
<i>Prescott</i> , 113	<i>Port-Britannia</i> , 274
<i>Maitland</i> , 120	<i>Newtonville</i> , 280
<i>Brockville</i> , 125	<i>Newcastle</i> , 286
<i>Lynner</i> , 129	<i>Boromanville</i> , 290
<i>Mallorytown</i> , 137	<i>Oshawa</i> , 300
<i>Escott</i> , 142	<i>Port-Whitby</i> , 304
<i>Lansdowne</i> , 146	<i>Daffin's Creek</i> , 310
<i>Gananoque</i> , 155	<i>Frenchman's Bay</i> , ... 312
<i>Kingston Mills</i> , 169	<i>Port-Union</i> , 316
KINGSTON , 173	<i>Scarborough</i> , 320
<i>Collins' Bay</i> , 180	<i>East York</i> , 327
<i>Ernestown</i> , 188	TORONTO , 334

From TORONTO Westward to—

<i>Weston</i> , 10	<i>Schantz</i> , 58
<i>Malton</i> , 17	<i>Berlin</i> , 66
<i>Brampton</i> , 28	<i>Petersburg</i> , 68
<i>Georgetown</i> , 31	<i>Baden</i> , 74
<i>Acton</i> , 37	<i>Hamburg</i> , 77
<i>Rockwood</i> , 43	<i>Shakspeare</i> , 84
<i>Guelph</i> , 51	STRATFORD , 90

From MONTREAL Eastward to—

<i>Richmond Junction</i> , .. 71	<i>Boundary Line</i> , 126
<i>Windsor</i> , 82	<i>Norton</i> , 133
<i>Brompton Falls</i> , 90	<i>Island Pond</i> , 143
<i>Sherbrooke</i> , 96	<i>Wenlock</i> , 151
<i>Lennoxville</i> , 99	<i>North Stratford</i> , .. 158
<i>Waterville</i> , 106	<i>Northumberland</i> , ... 176
<i>Compton</i> , 110	<i>Stark</i> , 170
<i>Brookville</i> , 113	<i>West Milan</i> , 183
<i>Coaticook</i> , 118	<i>Berlin Falls</i> , 195

	Miles		Miles
Gorham,	201	Mechanic's Falls,	255
Shelburne,	207	Empire Road,	259
Gilead,	212	Danville Junction,	264
Bethel,	222	New Gloucester,	270
Lock's Mills,	227	Pownal,	274
Bryant's Pond,	230	Yarmouth Junction, ..	280
North Paris,	237	Cumberland,	283
South Paris,	244	Falmouth,	287
Oxford,	251	PORTLAND,	292

From Portland there are lines of steamers bi-weekly to Calais, St. Andrews, and St. Johns in New Brunswick; with Halifax in Nova Scotia; daily with Boston, and tri-weekly with New York; and this route is the most convenient for persons proceeding from Quebec or Montreal to the northern part of the State of New Hampshire, or to any part of the State of Maine. [The "Great Eastern" will run to Portland.]

B. BY TWO LINES OF STEAMERS.

From QUEBEC Westward to—

	Miles		Miles
Batiscan,	69	Sorel,	135
Three Rivers,	90	MONTREAL,	180

Connects with 3 at Quebec.

C. BY ROYAL MAIL THROUGH LINE.

From MONTREAL Westward to—

	Miles		Miles
(Beauharnois Canal)		KINGSTON,	198
{ Teohanta,	24	Cobourg,	293
{ St. Timothy,	34	Port-Hope,	300
Coteau Landing,	42	Bond Head,	314
Cornwall,	82	Bournauxville, (Darling-	
Dickinson's Landing, ..	93	ton)	322
Williamsburg,	106	Port-Whitby,	331
Matilda (Iroquois) ..	115	TORONTO,	363
Prescott,	130	Oakvill,	384
Brockville,	141	HAMILTON,	408
Gananoque,	175		

This Route (also occupied less definitely by other steamers) connects with E, F, G, H, 14, 15, 16, 17,

18, 19, 22, at Prescott, Brockville, Kingston, Cobourg, Port-Hope, Toronto, Hamilton, &c.

D. BY AMERICAN LINE.

From MONTREAL Westward to—

	Miles		Miles
(Beauharnois Canal)		Alexandria Bay,.....	165
{ Teohanta,	24	French Creek or Clay-	
{ St. Timothy,	34	ton,	178
Coteau Landing,.....	42	KINGSTON,	202
Cornwall,.....	82	Cape Vincent,.....	217
Dickinson's Landing,..	93	Sackett's Harbour,....	235
Williamsburg,.....	106	Oswego,.....	270
Matilda, (Iroquois) ..	115	Rochester,	340
Prescott,	130	TORONTO,	395
Ogdensburg,	132	Niagara,	431
Morristown,	142	Lewiston,	438
Brockville,	144		

This Route (also occupied less definitely by other steamers) connects with E, F, H, (via G) 14, 15, 16, 19, 22, at Prescott, Kingston, Toronto, &c.; at Ogdensburg, with the Ogdensburg Railroad; at Cape Vincent and Sackett's Harbour with the Watertown Railroad; at Oswego with the Syracuse and Burlington Railroad; and at Rochester with the New York Central Railroad.

E. BY OTTAWA AND PRESCOTT RAILWAY.

From PRESCOTT Northward to—

	Miles		Miles
Prescott Junction,	2	Kelly's,.....	34
Spencerville,	9	Middleton,	35
Doyles,.....	13	North Osgoode,	38
Oxford,	17	Gloucester,	43
Kemptville,	23	Billings,	48
Osgoode,	31	OTTAWA,	54

Connects at Prescott with A, C, D, and with ferry steamers for Ogdensburg; and at Ottawa with 12 and 13.

F. BY ONTARIO, SIMCOE, AND HURON RAILROAD.
From Toronto, North-westward to—

	Miles		Miles
Davenport,	5	Gilford,	49
Weston,	8	Lefroy,	52
York,	12	Bell Ewart,	54
Thornhill,	15	Craigvale,	58
Richmond Hill,	19	Barrie,	63
King,	23	Harrison's,	69
Aurora,	30	Essa,	71
Newmarket,	35	Angus,	74
Holland Landing,	38	Sunnidale,	80
Bradford,	42	Nottawassaga,	86
Scanlins,	45	COLLINGWOOD,	95

Connects with A, C, D, G, at Toronto; with 26 at Bell Ewart; and at Collingwood with 25 and 27, and with Steamers to Green Bay, Milwaukee, and other parts in the State of Wisconsin.

G. BY TORONTO BRANCH OF GREAT-WESTERN RAILWAY.
From Toronto Westward to—

	Miles		Miles
Mimico,	6	Wellington Square,	31
Port-Credit,	12	Waterdown,	34
Oakville,	20	Desjardin's Junction, ..	36
Brontë,	24	HAMILTON ,	38

H. BY GREAT-WESTERN RAILWAY.

From NIAGARA Suspension Bridge, Westward to—

	Miles		Miles
Thorold,	9	Paris,	72
St. Catharine's,	11	Princeton,	79
Jordan,	17	Woodstock,	91
Beamsville,	22	Beachville,	96
Grimsby,	27	Ingersoll,	100
Ontario,	32	Edwardsburg,	110
HAMILTON ,	43	LONDON ,	119
Dundas,	48	Komoka,	129
Hamborough,	52	Mount Brydges,	134
Copetown,	55	Ekfrid,	139
Lynden,	59	Mosa, or Glencoe,	149
Harrisburg ,	62	Newbury,	155

APPENDIX.

6

ROAD.

Miles
49
52
54
58
63
69
71
74
80
86
95

th 26 at
27, and
d other

RAILWAY.

Miles
31
34
36
38

l to—

Miles
72
79
91
96
100
110
119
129
134
139
149
155

Miles	Miles
Bothwell,.....159	Price, .....216
Thamesville, .....168	Windsor, .....229
Chatham,.....183	(Thence by Ferry to
Baptiste Creek, .....198	DETROIT.)
Belle Rivière, .....213	

Connects with New York Central, Niagara Falls, Canandaigua and Elmira, and New York and Erie Railroads, at Suspension Bridge; with 23 at St. Catharines; with A, D, (via G,) and C, at Hamilton; with 24 at Harrisburg; with K at Paris; with 21 at London; and with Railroads and Steamers for Michigan, Wisconsin, &c., at Detroit.

K. BY BUFFALO AND LAKE OTTAWA RAILWAY.

From BUFFALO North-westward to—

Miles	Miles
Fort-Erie (by Train-Ferry,)..... 3	Cainsville, 74
Ridgeaway, 12	Brantford, 78
Fort-Colborne, 21	Paris, 86
Wainfleet Canal,..... 26	Drumbo, 94
Welland Feeder,..... 34	Platsville, .....100
Dunnville, 40	Tavistock (late Inker-mann),.....107
Canfield (or Layuga), 49	STRATFORD, .....117
Cook's Station, 53	Mitchell, .....130
Caledonia, 61	Seaforth (harpurhey), 142
Middleport,..... 67	Clinton, .....150
Onondaga, 70	GODERICH HARBOUR, ..165

Connects at Buffalo with New York Central, Lake Shore, and New York and Erie Railways; with H at Paris; with A at Stratford; and at Goderich Harbour with Steamers for Sarnia, Detroit, Kincardine, Port-Head, Bail du Dard, Saugeon, &c.

SUBSIDIARY OR INTERMEDIATE ROUTES.

(Their frequency is expressed only when they are less often than daily, to and from the places given).

- 1.—By Steamer from QUEBEC westward to St. Nicholas, 15 miles.

2.—By Steamer, bi-weekly, from Quebec westward, to Platon, 36, Portneuf, 38 miles.

3.—By two lines of Steamers, bi-weekly, from QUEBEC eastward, to—

	Miles		Miles
Eboulemens,	69	Rivière du Loup (now	
River Ouelle,	78	Fraserville),	120
Murray Bay,	90	Saguenay River,	180
		Rimouski,	180

'This is a summer route only, and connects with B.

4.—By Montreal and Three Rivers Navigation Company's Steamers, bi-weekly, from MONTREAL eastward, to—

St. Sulpice 24, Lavaltrie 30, Lanoraie 36, Berthier (en haut) 45 miles.

5.—By Industry Village and Rawdon Railroads, from LANORAIE northward, to St. Thomas 8, Industry Village 12, Rawdon 28 miles.

6.—By Montreal and Three Rivers Navigation Company's Steamers, bi-weekly, from MONTREAL eastward, to—

	Miles		Miles
Verschères,	23	Machche,	78
Sorel,	45	Port St. Francis,	84
Maskinongé,	60	Three Rivers,	90
Rivière du Loup (en			
haut)	66		

7.—By People's Line of Steamers, bi-weekly, from MONTREAL eastward, to Sorel 45, St. Ours, 57, St. Charles 70, Belœil 78, Chambly 90 miles.

8.—By Terrebonne Steamer, bi-weekly, from MONTREAL northward, to Boucherville 9, Varennes 15, L'Assomption 24, Terrebonne 24 miles.

9.—By Champlain and St. Lawrence Railroad, from MONTREAL southward, to—

	Miles		Miles
St. Lambert,	1	Grande Ligne,	27
Junction,	11	Stottville,	34
Lacadie,	15	Lacolle,	37
St. Johns,	21	ROUSE'S POINT,	44

Connects at Rouse's Point, with several lines to BOSTON, ALBANY, NEW-YORK, OGDENSBURGH, &c.

10.—By Montreal and Plattsburgh Railroad, from MONTREAL, southward to—

	Miles		Miles
Lachine,	8	Hemmingford,	36
Caughnawaga,	10	Moor's Junction,	42
St. Isidore,	15	Sciota,	47
St. Remi,	21	West Chazy,	52
La Pigeonnière,	25	Beckmantown,	57
Sherrington,	30	Plattsburg,	62
Johnson's,	32		

Connects with 12 at Lachine; at Moor's Junction with Ogdensburgh Railroad; and at Plattsburg with Lake Champlain Steamers for Burlington, Whikhall, &c.

11.—By Steamers, via Chateauguay, Beauharnois, Cornwall, and Fort Covington, four times a week, from MONTREAL westward to—

	Miles		Miles
Chateauguay,	17	Lancaster,	64
(Beauharnois Canal)		Summerstown,	70
{ Teohanta,	24	Baker's Wharf,	72
{ St. Timothy,	34	Fort Covington,	76
Valleyfield,	42	Dundee,	76
Coteau Landing,	42	St. Regis,	81
Port-Louis,	51	Cornwall,	82
St. Anicet,	56		

Connects with A at Summerstown, &c.

12.—By Ottawa River Steamers, from MONTREAL north-westward, to—

	Miles		Miles
Lachine (by rail.),	9	Witlock's Wharf, or	
Pointe Claire,	22	Rigaud,	41
St. Ann's,	27	Jangris Wharf,	43
Snyder's Landg. (Vau-		Pointe Fortune,	49
dreuil),	36	Carillon,	51
Pointe à Cavagnol,	39	Chatham (by rail.),	57
Pointe aux Anglais, ..	39	Grenville (by rail.) ..	62

	Miles		Miles
L'Original,	69	Clarence or M'Caul's	
Montebello (Major's		Wharf,	95
Wharf),	71	Cumberland,	107
Treadwell,	80	Buckingham,	109
Parker's or Petite Na-		Templeton,	118
tion,	86	OTTAWA,	126
Thurso,	92		

Connects with A at Pointe Claire and St. Ann's, with 10 at Lochine; and with E, 13 and 14 at Ottawa.

13.—By Ottawa River Steamers, tri-weekly, from Ottawa westward, to—

	Miles		Miles
Aylmer (by stage),	8	Farrel's Landing,	63
Mardi,	14	Snows,	66
Rocky Point,	22	Gould's Landing,	69
Quio,	33	Portage du Fort (12	
Fitzroy Harbour,	40	miles staging to), ..	70
Pontiac (3 miles tram-		Cobden,	82
road to),	42	Pembroke,	100
Union Village,	45	Pettawawa,	110
Arnprior,	46	Fort William,	116
Sandpoint,	52	Foot of Deep River, ..	118
Bristol,	57	Scheyau,	130
Clarendon,	60	Point Alexander,	135
Bonnechire Point,	62	Les Joachims,	145

Connected with E, 12, and 14, at Ottawa.

14.—By Rideau Canal Steamers, bi-weekly, from OTTAWA, westwards to—

	Miles		Miles
Hartswells,	4	First Rapids,	59
Hog's Back,	5	Port-Elmsley,	66
Black Rapid,	10	Oliver's Ferry,	71
Long Island,	15	Portland,	73
Kemptville,	28	Narrows,	79
Burritt's Rapids,	36	Isthmus,	83
Nicholsons,	39	Westport,	89
Clow's Quarry,	40	Davis's,	95
Mirickville,	52	Jones' Falls,	98
Maitlands,	49	Brewer's Upper Mills, ..	107
Edmunds,	54	Brewer's Lower Mills, ..	109
Matheson,	56	Kingston Mills,	117
Smith's Falls,	57	KINGSTON,	125

Connects at Kingston with A, C, D, and Steamer for Cape Vincent, &c., and at Ottawa with 12 and 13.*

15.—By Bay of Quinte Steamers, bi-weekly, from MONTREAL westward to—

Miles	Miles
<i>Cornwall</i> , 82	<i>Bath</i> , 216
<i>Dickinson's Landing</i> , .. 94	<i>Adolphustown</i> , 230
<i>Williamsburg</i> , 110	<i>Piton</i> , 238
<i>Matilda</i> (Iroquois), .. 120	<i>Bowen</i> (Mill Point), .. 254
<i>Prescott</i> , 136	<i>North Port</i> , 261
<i>Brockville</i> , 146	<i>Belleville</i> , 273
<i>Cananobus</i> , 179	<i>Redversville</i> , 275
<i>KINGSTON</i> , 198	<i>Trenton</i> , 289

Connects at Kingston with A, C, D, and with steamer for Cape Vincent, &c.; and with ferry steamers at Prescott for Ogdensburgh.

16.—By Bay of Quinte Steamer from KINGSTON westward to—

Miles	Miles
<i>Amherst</i> , 13	<i>Picton</i> , 42
<i>Bath</i> , 18	<i>Roblins Mills</i> , 52
<i>Fredericksburgh</i> , 28	<i>Mill Point</i> , 58
<i>Marysburgh</i> , 38	<i>North Port</i> , 66
<i>Adolphustown</i> , 34	<i>Belleville</i> , 78
<i>Stone Mills</i> , 37	

Connects with A at Belleville, and at Kingston with A, C, D, and steamer for Cape Vincent, &c.

17.—By Cobourg and Peterborough Railway, from Cobourg northward, to Baltimore 5, Bradin's 10, Harwood 15, Indian Village 18, Keene 21, Peterborough 28 miles. Connects with A and C at Cobourg.

18.—By Port-Hope and Peterborough Railway, and branch from Millbrook to Beavertown, from

* This, though rather tedious, is a cheap route, and is, therefore chiefly used in cases requiring the transport of families or considerable baggage; persons unencumbered in these respects generally prefer to travel by the regular stage, from Brockville, and other parts convenient to destinations on the route of the Rideau river or Canal.

Port-Hope northward, to Millbrook 18, Ome-
mee 31, Peterborough 32, and Lindsay 41
miles. Connects with A and C at Port-Hope.

19.—By Steamers from TORONTO westward, to *Nia-
gara* 29, *Lewiston* 32 miles. Connects with
A, C, D, and F at Toronto; with 20 at *Nia-
gara*; and with route for BUFFALO at *Lewiston*.

20.—By Erie and Ontario Railroad, from *Niagara*
westward, to *Queenston* 8, *Stamford* 10, *Sus-
pension Bridge* 12, *Clifton House* 14, *Chip-
pawa* 17 miles. Connects with New York
Central, *Niagara Falls*, *Canandaigua* and *El-
mira*, and New York and Erie railroads at *Sus-
pension Bridge*, and with Buffalo routes at
Chippawa.

21.—By London and Port-Stanley Railway, from Lon-
don southward to—

	Miles		Miles
Pond Mills,.....	3	St. Thomas,	15
Westminster (N.),....	6	Harts,	19
Westminster (S.), Glan- worth,	9	Union,.....	21
Yarmouth,	12	Port-Stanley,	24

Connects with H at London, and with Steamboat
routes to Cleveland, Buffalo, or at Port-Stanley.

22.—By Steamer from TORONTO westward, to Port-
Dalhousie 30 miles. Connects with A, C, D,
and F at Toronto, and with 23, and Welland
Canal Boats at Port-Dalhousie.

23.—By Port-Dalhousie and Port-Colborne Railway,
from Port-Dalhousie southward, to *St. Catha-
rines* 4, *Port-Colborne* 25 miles. Connects
with 22 at Port-Dalhousie, and with H at *St.
Catharines*.

24.—By Guelph Branch of Great-Western Railway,
from Harrisburg to Galt 12, *Preston* 16, *New
Hope* 24, and *Guelph* 41 miles. Connects
with A at Guelph, and with H at Harrisburg.

- 25.—By Steamers weekly, from Collingwood westward, to *Cape Rich* 33, Mahnetooahning (Great Manitoulin Island) 170, Bruce Mines 290, SAULT STE. MARIE 340 miles. Connects with F and 27 at Collingwood, and with Lake Superior Steamers at Sault Ste. Marie.
- 26.—By Steamer on Lake Simcoe, from Bell Ewart, to Jackson's Point 12, Port-Bolster 21, Beaverton 30, Barrie 32, Hawkstone 35, Atherly 47, Orillia 50 miles. Connects with F at Bell Ewart.
- 27.—By Steamer from Collingwood westward, to Meaford 24, *Cape Rich* 33, Leith 43, Owen Sound 50 miles. Connects with F and 25 at Collingwood.

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gan, Milwaukee, &c.

Port-Stanley to Amherstburg, Sandwich, Windsor, De-
troit, St. Clair, Sarnia, &c.

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nia, Goderich, Kincardine, Port-Head, Saugeen, and
Lake Superior.

Collingwood to Green Bay, Milwaukee, and Chicago.

APPENDIX OF RECENT INFORMATION.

NOTE A., p. 1.—*Geographical Features of Canada.*

The map shows the province of Canada to extend at one point (Point Pelé), as far South as lat. 42° N. North, near Lake Manicougan, as far as lat. 53° N. Eastwards to Cape Gaspé, in long. 64° E., and westwards to Goose Lake, long. 90° W. The average breadth of Canada from S. to N. is 800 miles; its length from Lake Superior to the Island of Anticosti about 1000—comprising, according to Bouchette's estimate, an area of 346,863 square miles, and comprehending a great variety of climate. The immediately adjoining States are New York, Vermont, New Hampshire, and Maine. The Gulf of St. Lawrence, the great physical feature of which the stranger first makes the acquaintance, is formed betwixt the western shores of Newfoundland, the eastern shores of Labrador, the eastern extremity of the Province of New Brunswick, part of the Province of Nova Scotia, and the Island of Cape Breton. By three different channels, viz., the Straits of Belle Isle, between Labrador and Newfoundland, on the north—the south-east passage betwixt Cape Ray (S. W. point of Newfoundland) and Cape Breton Island, and the Gut of Canso dividing Cape Breton Island from Nova Scotia, the St. Lawrence is accessible from the Atlantic. The Island of St. John, commonly called Prince Edward's Island, a British Province under a Governor and Legislature of its own, lies upon the south side of the mighty Gulf, having the Magdalen Islands, 7 in number, comprising 78,000 acres to the northwards—occupied as fishing stations, by a population of 12,500, under the Canadian Government, and parliamentary representation of Gaspé country. The seaward cliffs of these Islands are, for several miles, composed of abundant ochres of varied colours, as well as gypsum or plaster of Paris. On the threshold of the Province, the voyager also encounters in the Gulf, the great unsurveyed Island of Anticosti, stretching betwixt the 49th and 50th parallels of latitude, and from the 61st to the 65th meridians of longitude. Situated 420 miles below Quebec, comprising nearly 2,000,000 acres of well wooded land, much of it believed to be arable, with excellent harbours and valua-

ble sea and river fisheries, it has not improbably been imagined, that on this spot may yet be established the future Liverpool of the west, the entrepôt of trade betwixt Canada and Europe.

NOTE B, p. 2.—*Government of Canada.*

The Government of Canada, as a United Province, is vested in a Governor-General appointed by the Crown, and an Executive Council, also nominated by the Crown, over which the Governor-General presides: but the Executive Council, like an administration at home, can remain in office only so long as it possesses the confidence of the House of Assembly, as manifested by its majorities. The Executive Council comprises a President of Committee of Council, who is likewise Chairman of the Bureau of Agriculture, and of the Board of Registration and Statistics; a Provincial Secretary, an Inspector General, a Commissioner of Crown Lands, a Reviewer General, an Attorney General, and a Solicitor General, for each section of the Province, a Commissioner of the board of Public Works, and a Post-master General. The Solicitors-General are, however, not necessarily members of the Cabinet. On accepting office, these officers must present themselves for re-election as members of the Lower House of Assembly. For when the *Canadas* Provinces were re-united in 1840, and constituted into one Province under one Legislature, this body was composed as before, 1st, of a Legislative Council, nominated by the Crown, 2d of an Assembly of 84 members (42 from each Province), elected by the people; but latterly the House of Assembly has been increased to 130 members (65 from each Province), returned by Counties, Cities, and Towns. The Legislative Council, as already stated, is appointed by the Crown, and, before a measure can pass into a law, the assent of the two Houses, as well as of the Crown, is requisite, according to the Constitution. Money Bills must also originate in the Lower House. Sessions of Parliament are held annually, and the duration of Parliament is four years, subject, however, to dissolution by the Governor General. The power of the Legislature extends to the regulation of taxes, customs, private rights, and general government, and the Royal assent, though it may competently be so, is rarely withheld from any of its measures.

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PUBLISHED BY W. R. M'PHUN, GLASGOW AND LONDON.

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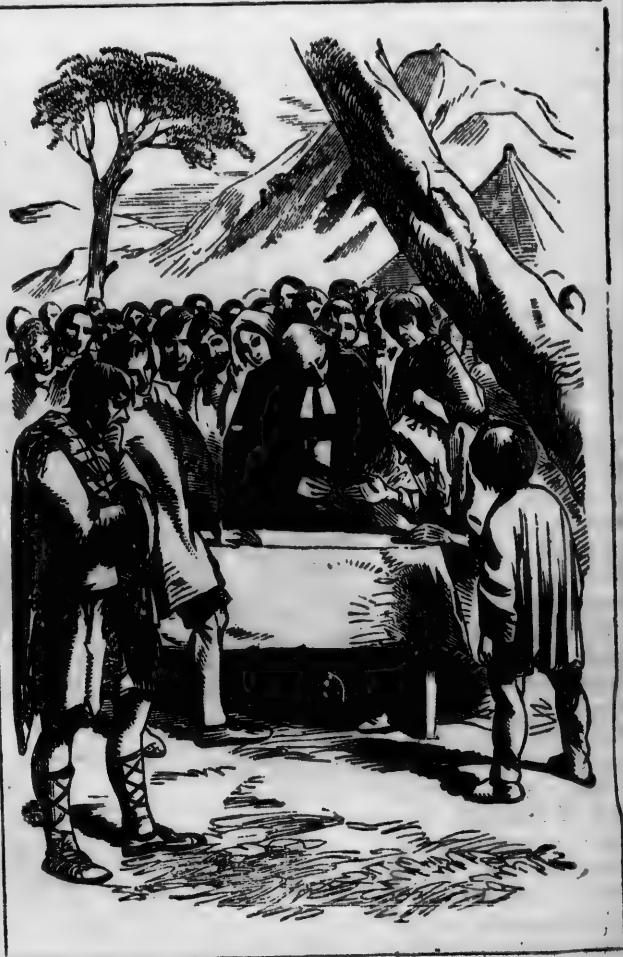
M'PHUN'S PICTORIAL SERIES OF POPULAR NARRATIVE TRACTS. PUBLISHING IN WEEKLY NUMBERS.

MR. M'PHUN having acquired by purchase the property of the valuable series of Narrative Tracts, formerly published by Messrs. JOHNSTONE & HUNTER, takes leave to announce that he has commenced a re-issue of them, in a somewhat similar style to that in which they previously appeared, and in which they proved so acceptable to a very numerous class of readers.

In order to add to their already justly-acquired popularity and well-known usefulness, Mr. M'Phun has had prepared for them a series of Original

MUCKLE KATE.

THE first of this re-issue which we introduce to our friends, is **MUCKLE KATE**, one of the most striking narratives, brief though it be, that has ever met our eye. It is one of those short and simple annals of the poor, which cannot be read without producing a thrilling effect. It narrates the conversion of one of the wildest of her race, who, the narrator tells us, was "a wicked old sinner," "an ill-looking woman, without any beauty in the sight of God or man," and "who was supposed to have been guilty of every crime forbidden in the Decalogue, except murder." Such were the elements the minister had to work upon. But by the grace of God he did work upon them, and that successfully, as the result in the narrative shows; for he brought Muckle Kate actually so to weep fountains of waters from her eyes, that "she wept herself stone blind."



Sketches, illustrative of scenes described in the narratives. These he is having executed in a very superior style, by able artists, among whom he may mention Mr. WILLIAMS, of Edinburgh, whose engravings are prepared from drawings made by the talented artist employed in the preparation of the beautiful sketches, which, from week to week, are issued in the Religious Tract Society's periodicals—the "Leisure Hour," and "Sunday at Home."

That the whole of this very valuable collection may now be introduced to the public in a consecutive form, he purposes issuing them in Weekly Numbers, as a serial. Each Narrative will, as before, form an entire book of itself, while the Series, collectively, will constitute a very admirable work, well worthy the attention of all who desire to possess a superior class of really useful tracts, admirably adapted for universal circulation.

THE HIGHLAND KITCHEN MAID.

This is another instructive narrative, in which the manifestation of the work of the Spirit in the conversion of sinners is strikingly brought out. It forcibly illustrates the importance of every one professing the name of Christ rigidly acting up to his profession, under whatever circumstances he may be placed. The minister who was here, the honoured instrument in the conversion of a soul, insisted that the whole household, even the humblest, "the Highland Kitchen Maid," should assemble together at family worship. It was after the evening prayer that he found an opportunity of learning the state of ignorance that this poor girl was in, on the all-important of all subjects. She knew not



even what was meant by her soul. Yet, by the short and simple prayer,—
"Lord show me thyself," she was brought to seek and find her blessed Saviour.

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This Pictorial Series consists of above Seventy attractive Narratives—Biographical Memoirs; Instructive Incidents; chiefly the occurrences of real life—with numerous exceedingly graphic and characteristic sketches of manners and society.

They may properly be divided into two classes. About one-half of them have evidently been written, with the view of putting into the hands of those advanced in life, for the purpose of awakening them to a sense of the duty they owe to God, as well as to their fellow-men; and, if possible, arousing them to a concern for their immortal souls, and their everlasting happiness. The other portion, again, will be found equally well adapted for the younger branches, in leading them to seek and to find their blessed Saviour, before the cares and the clouds of the world overshadow the dew of their youth.

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AUNT BECKY.

AUNT BECKY is of a quite different class from either of the two preceding tracts. From the characteristic engraving opposite to this, we may readily guess what a great favourite she was with her little nephews and nieces, for all, in the exuberance of their delight at their aunt's arrival, are on the carriage to welcome her to their home, and assist in the removing of her luggage inside the house. This narrative, it may be mentioned, is from the pen of a distinguished, well-known literary lady in the South, whose many admirable contributions enhance greatly the value of this series. It is written in a clever, racy style, and is full of instructive lessons for every one who is willing to learn and take them home to themselves. It contains a lesson for the young as well as for the old—for the married as well as for the single—for the mistress as well as for the servant.



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Numbers I. to IV., price One Penny each, are now published, and a number will be continued every Saturday until the whole is completed.

As a specimen of the leading characteristics of these Tracts, the publisher submits to his friends a brief sketch of the first four of the re-issue he has now got ready, with the assurance that those that are to follow are not less interesting nor instructive, and well fitted for edification to old and young; nor can they fail to be of great and lasting benefit to the Christian community generally. In short, they deserve a world-wide circulation; and in this country, blessed as it is with so many privileges, it ought to be the desire of every one to aid in securing for them universal diffusion.

LUKE HEYWOOD.

LUKE HEYWOOD (No. 4 of our re-issue), at one time the soldier of Fort George, but afterwards the soldier of the Cross, is written with a view of showing the importance of every professing Christian being instant "in season," as well as "out of season," in making converts to the cause of Christ. Of the principal actor in this tract, the Rev. Hector M'Phail, it is stated—

"This remarkable man is said to have been awakened to spiritual concern after he had entered on the work of the ministry, and to have continued under deep distress for a period of no less than seven years, during three of which his mental sufferings were so great that he never knew what it was to have a night's complete rest."

This pious minister, brought to realize his own lost condition, made a solemn vow,

"That should the Lord be pleased to grant him a sense of pardoning mercy, he would never pass a sinner, with whom an opportunity of conversing should occur, without urging upon his acceptance that Saviour whom he himself had found."

This tract is calculated to teach many professing Christians an important lesson.



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